

# Appendix K

## Draft EIS Comments and Responses







## K. DRAFT EIS COMMENTS AND RESPONSES

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United States Department of the Interior

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9043.1  
IN REPLY REFER TO  
ER12/57

*Electronically Filed*

March 12, 2012

Paul W. Krueger  
Project Environmental Manager  
Washington State Dept. of Transportation  
Ferries Division  
2901 3rd Avenue, Ste. 500  
Seattle, Washington 98121

Dear Mr. Krueger:

**F-001-001**

The Department of the Interior (Department) has reviewed the Department of Transportation (DOT), Federal Transit Administration (FTA) and Washington State Department of Transportation (WSDOT), Draft Environmental Impact Statement (DEIS), Mukilteo Multimodal Project, Snohomish County, WA. The Department offers the following comments for use in the development of the Final Environmental Impact Statement (FEIS).

The proposed project is located on the shoreline of Puget Sound, where federally-listed bull trout (*Salvelinus confluentus*) and marbled murrelets (*Brachyramphus marmoratus*) occur. Both species are listed as threatened. Additionally, the project vicinity provides habitat for numerous migratory birds, interjurisdictional fish, and other marine resources.

In reviewing the DEIS, the Department's primary concern centers around protection and enhancement of habitats utilized by marbled murrelets. The project vicinity provides year-round foraging habitat for marbled murrelets and they occur with some regularity in the area. The marbled murrelet continues to experience significant declines throughout its range, and in particular, in Washington. Over the past ten years, the species' population has declined by approximately 50% in the state. As such, we are encouraged that the proposed project may present some potential benefits to murrelet foraging habitat. However, based on the information provided in the DEIS, the proposed project presents several pathways for exposure to a variety of stressors. Therefore, the Department provides these comments with the intent of informing the development and selection of alternatives such that impacts to this declining species are avoided.

**F-001-001**

Thank you for identifying your primary concern centering around the protection of habitats for marbled murrelets, and for identifying issues related to other species and habitats. The Final EIS includes the Biological Assessment prepared by WSDOT and FTA, addressing threatened and endangered species, and the resulting Biological Opinion issued by the Services.

Potential Stressors to Marbled Murrelets from the Proposed Project

- F-001-002** 1) Shoreline and nearshore habitat modification which may affect prey base and exposure to disturbance; 2) exposure to contaminants from past activities at the site; 3) exposure to contaminants from operation and maintenance of the ferry terminal and associated roads and parking facilities; and 4) exposure to contaminants from dredging associated with construction and/or maintenance of facilities. These are addressed in more detail below.

Shoreline and Nearshore Habitat Modification

- F-001-003** Based on the information provided in the DEIS, it appears that the proposed project provides an opportunity for restoration and/or enhancement of shoreline habitats that support important marine resources. The build alternatives presented in the DEIS include varying levels of shoreline modification that will result, directly or indirectly, from removal of existing structures and/or construction of new facilities. The Department recommends that the project proponents seek alternatives that result in restoration of natural nearshore processes and that minimize the need for shoreline armoring, overwater structure, and dredging.

Exposure to Contaminants from Past Activities at the Site

- F-001-004** Each of the build alternatives encounter contaminated materials to varying degrees. Marbled murrelets can be exposed to contaminants directly (when foraging) and indirectly (through the food chain). The Department recommends that the project proponents seek alternatives that minimize the long term risk of murrelet exposure to contaminants and fully analyze the potentially detrimental effects of resuspending leached creosote from old timber structures, dredging, removal or relocation of contaminated soils and substrates, and interaction between stormwater treatment methodologies and soil and groundwater contaminants.

Exposure to Contaminants from Operation of Proposed Facilities

- F-001-005** The operation of the ferry terminal and associated roads and parking areas presents a pathway for contaminants to enter marine waters where both bull trout and murrelets forage. The Department recommends that the project proponents design stormwater treatment systems with the intent of successfully treating stormwater so biological effect thresholds are not exceeded. Further, we note with concern that some of the proposed stormwater infiltration facilities could be located in areas where contaminants might still be present. Design of stormwater infiltration facilities should be done such that future discharge will be free of contaminants to a degree that biological resources are not detrimentally impacted by either dissolved metals contained in runoff or contaminants from past activities at the site. Additionally, the Department recommends that the project proponents design and select alternatives that minimize the amount of new impervious surface and which maximize the use of Low Impacts designs.

Exposure to Contaminants from Dredging

- F-001-006** The Department recommends that the project proponents design and select alternatives that reduce the potential for exposure to contaminants from dredging. Consideration should be given

**F-001-002**

The stressors identified have been further discussed in the Final EIS section 4.12, Ecosystems, the Ecosystems Discipline Report, and the Biological Assessment and Biological Opinion documents. Please see the responses to your more detailed comments below.

**F-001-003**

WSDOT and FTA appreciate the suggestions related to selecting alternatives that provide opportunities to improve shoreline and nearshore habitat. The Preferred Alternative, a modified version of the Elliot Point 2 Alternative, is the build alternative with the smallest amount of overwater cover. In addition, the Preferred Alternative will remove the Mukilteo Tank Farm Pier and associated creosote-treated timber piles, as well as the existing ferry terminal, reducing overwater cover by about three acres. Part of an existing berm will also be dredged. Removal of the pier will also allow for more natural transport of sediment along the shoreline. WSDOT found that the Preferred Alternative provided the best balance of benefits including the opportunity to remove the Tank Farm Pier.

**F-001-004**

The Final EIS includes additional analysis of this issue in the Biological Assessment (Appendix L to the Final EIS); in section 4.8, Hazardous Materials, and the Hazardous Materials Discipline Report; and in section 4.11, Water Resources. The Preferred Alternative will remove the Tank Farm Pier and existing terminal, and associated creosote-treated timber piles and decking, eliminating a potential source of contamination in the environment. Piles will be removed to prevent resuspension of creosote. A plan will be developed to address creosote-treated timber removal and BMPs will be implemented to minimize the spread of sediments and broken pilings during pile removal (Draft EIS p. 4-130, 4-170 and Final EIS sections 4.8 and 4.11.4).

**F-001-006** | to evaluating the amount of maintenance dredging that will be required for each alternative and to the specific contaminants that could be resuspended with each build alternative.

#### Section 4(f) Evaluation Comments

**F-001-007** | The Department cannot concur at this time that there are no feasible and prudent alternatives to the proposed use of 4(f) properties and that all measures have been taken to minimize harm to these properties because the Section 4(f) Evaluation is in preliminary draft form only and there is no preferred alternative identified. We encourage continued consultation with DAHP and recommend that copies of agreement documents be included in future documentation.

For questions regarding the fish and wildlife comments, please contact Ms. Emily J. Teachout, USFWS, Transportation Planning Branch Team Lead and Fish and Wildlife Biologist at (360)753-9583 or [emily\\_teachout@fws.gov](mailto:emily_teachout@fws.gov). For questions regarding the Section 4(f) Evaluation comments, please contact Alan Schmierer, Regional Environmental Coordinator, Pacific West Regional Office, National Park Service at (510) 817-1441 or [alan\\_schmierer@nps.gov](mailto:alan_schmierer@nps.gov). If you have any other questions, please contact me at (503) 326-2489.

Thank you for the opportunity to review this document.

Sincerely,



Allison O'Brien  
Regional Environmental Officer

cc:  
FTA-Region 10 (Daniel Drais, 915 Second Avenue, Suite 3142, Seattle, WA 98174)  
SHPO-WA ([Allyson.Brooks@dahp.wa.gov](mailto:Allyson.Brooks@dahp.wa.gov))

The project will dredge a navigation channel through a sediment mound that has accumulated underneath the Tank Farm Pier. Initial testing of the sediments revealed locations with levels of contamination above dredge disposal limits. Any contaminated sediments will be handled and disposed of appropriately to prevent the potential resuspension of contaminated material in Possession Sound (see Final EIS sections 4.8.4 and 4.8.7 for Hazardous Materials and 4.11.4 and 4.11.7 for Water Resources). Dredging will only occur during construction and will not be necessary during project operation.

The Biological Assessment for the project also provided a detailed description of stormwater treatment for the project and evaluated the potential for pollutants in stormwater to exceed the biological effect thresholds.

#### **F-001-005**

As noted above, final design and permitting will confirm the details of stormwater treatment facilities for the project, but the project anticipates enhanced stormwater treatment that removes greater levels of dissolved metals from stormwater runoff than basic treatment for the majority of the site. The Biological Assessment for the project also provided a detailed description of stormwater treatment for the project and evaluated the potential for pollutants in stormwater to exceed the biological effect thresholds.

Stormwater facilities will be designed to avoid potentially contaminated soils and groundwater. Additional testing for contaminated materials on the Tank Farm property will take place prior to construction. Construction activities in areas with potential hazardous materials are discussed in Final EIS section 4.8. Any contaminated material encountered during construction will be handled and disposed of according to applicable permits and regulations.

Low-Impact Development measures will continue to be considered during Final Design.

**F-001-006**

Dredging for the project is described above in the response to comment F-001-004. Dredging will only occur during construction, and any contaminated materials within the dredge prism will be disposed of according to applicable permits and regulations. Maintenance dredging will not be required.

**F-001-007**

Thank you for your comments. WSDOT and FTA have continued Section 4(f) coordination with the Department of the Interior to prepare the Final EIS and the Final Section 4(f) evaluation. The final Section 4(f) Evaluation is Appendix I of the Final EIS. WSDOT and FTA coordinated with parties with jurisdiction over Section 4(f) resources in conducting this evaluation. The Final Section 4(f) Evaluation includes copies of coordination and other supporting documents.





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March 12, 2012

Mr. Daniel Drais  
Federal Transit Administration, Region 10  
915 Second Avenue  
Federal Building, Suite 3142  
Seattle, Washington 98174-1002

Mr. Paul W. Krueger  
Washington State Department of Transportation  
Ferries Division  
2901 3<sup>rd</sup> Avenue, Suite 500  
Seattle, Washington 98121-3014

Re Mukilteo Multi-Modal Project Draft Environmental Impact Statement  
(EPA Region 10 Project Number: 06-009-FTA).

Dear Mr. Drais and Mr. Krueger:

F-002-001

The U.S. Environmental Protection Agency (EPA) has reviewed the Mukilteo Multimodal Project Draft Environmental Impact Statement (DEIS). We are submitting comments in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act.

The Federal Transit Administration (FTA) and Washington State Ferries (WSF) propose improvements to facilities, operations, safety, and security at the mainland terminus of the Mukilteo-Clinton ferry route. The project area lies within the city limits of both Mukilteo and Everett, Washington. The EIS analyzes four alternatives: No Build, Existing Site Improvements, Elliot Point 1, and Elliot Point 2. Both the No Build and Existing Site alternatives would continue to use the current site of the ferry terminal; Elliot Point 1 and 2 alternatives would move the ferry terminal slightly eastward to the U.S. Air Force Mukilteo Tank Farm property, thereby redeveloping a site that has undergone remedial clean up of hazardous materials but which yet contains residual contaminants onsite. All alternatives would affect existing cultural/historical/archeological sites within the project area to varying degrees. No preferred alternative has been identified.

We support the proposed project and appreciate that it has the potential to produce a number of environmental benefits. Our comments are intended to highlight these opportunities and to encourage project proponents to fully pursue them in designing and selecting a preferred alternative. We also offer comment and technical assistance intended to help minimize the project's environmental impacts from construction and operations. Our concerns include:



**F-002-001**

Thank you for providing your comments, EIS rating, and suggestions for WSDOT and FTA to consider in developing this project and its Final EIS. We address your concerns in the following responses to Enclosure 1 - Detailed Comments on the Mukilteo Multimodal Project Draft EIS. WSDOT and FTA considered EPA's comments when identifying a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. The Final EIS has been updated with additional information on mitigation measures for the Preferred Alternative, including design and avoidance measures incorporated to avoid or minimize impacts, and other measures to minimize or offset the severity of impacts that cannot be avoided.

F-002-001

- a possible need to clean up residual contamination on the Tank Farm property, and related concerns for water and aquatic habitat quality in Possession Sound and project area streams;
- dispersion of contaminants, noise, and other construction related impacts to marine species, including impacts to threatened, endangered, and other sensitive fish and wildlife species;
- the need for information regarding ferry emissions and mitigation in the air quality analysis, and to examine the potential for elevated concentrations of diesel and other emissions in the project area that may affect people, particularly ferry workers.

In accord with the above, we are rating the DEIS as EC-2, Environmental Concerns, Insufficient Information. Enclosed with this letter are (1) our detailed comments and recommendations on the DEIS; (2) our detailed review and comments on the Sediment Sampling and Analysis Plan (SAP); and (3) an explanation of the EIS rating system.

We appreciate the opportunity to participate in the Mukilteo Multimodal Project, and look forward to the benefits it would provide to the regional transportation system and quality of life. If you have questions or would like to discuss these comments, please contact me at (206) 553-1601 or by electronic mail at reichgott.christine@epa.gov, or you may contact Elaine Somers of my staff at (206) 553-2966 or by electronic mail at somers.elaine@epa.gov.

Sincerely,



Christine B. Reichgott, Manager  
Environmental Review and Sediment Management Unit

Enclosures

**Enclosure 1**  
**Detailed Comments on the**  
**Mukilteo Multimodal Project Draft EIS**

**F-002-002**

**Preferred Alternative**

The DEIS presents a good range of alternatives, identifies features that best meet the project purpose and need, and highlights environmental benefits, but does not identify a preferred alternative. We believe the most sustainable solution for meeting regional transportation needs would both minimize environmental impacts and maximize environmental benefits. A preferred alternative design could potentially combine elements of two alternatives to achieve such an outcome.

The preferred alternative would ideally:

- Best meet the transportation project purpose and need;
- Clean up existing/remaining contamination on the project site;
- Minimize over-water footprint and impervious surface, and avoid floodplain areas;
- Move non-water dependent land uses, such as parking lots, further away from the shoreline;
- Restore functional shoreline habitat on Possession Sound and provide, with appropriate restrictions/setback, a pedestrian promenade;
- Daylight Japanese Creek;
- Increase the area of the Tank Farm property that would be redeveloped to provide transportation, community, and environmental benefits;
- Maximize use of Low Impact Development techniques to capture and treat stormwater;
- Ensure that stormwater infiltration occurs only where surface and sub-surface conditions are free of contamination;
- Minimize impacts to water quality, aquatic habitats, and species in project design and construction, including but not limited to those listed as Federal or State endangered, threatened, candidate, or sensitive species;
- Minimize emissions of all transportation and construction related air pollutants, including greenhouse gas emissions; and
- Enhance the awareness, appreciation, and respect for tribal cultural and natural resources and project area historical resources.

We think that a well designed preferred alternative could potentially achieve most or all of the above. For example, the Elliot Point 2 Alternative appears to encompass the majority of these features, with the notable exception of daylighting Japanese Creek, which is a component only of the Elliot Point 1 Alternative (however, it appears the City of Mukilteo plans to daylight the Creek at the Possession Sound shoreline regardless of the alternative chosen, DEIS p. 4-188). By extending the Elliot Point 2 site further east to incorporate more of the Tank Farm site, it may be feasible to incorporate the daylighting of Japanese Creek and also move the non-water dependent parking, holding areas, and other paved features further from the shoreline. This could provide room for shoreline restoration, a pedestrian promenade, and a site dedicated to acknowledge and commemorate the tribal cultural and historical significance of Point Elliot. This alternative modification is mentioned in the DEIS (p. 4-25). Additional areas of the Tank Farm could be used to meet parking needs for the multimodal facility. (For two of the

**F-002-002**

Thank you for providing EPA's perspective on how the various attributes of the alternatives affect environmental performance. WSDOT and its partner agencies used a similar process to help identify the Preferred Alternative, which included a number of design modifications and refinements to help improve overall environmental performance. Additional information on the refinements is provided in Chapter 2 of the Final EIS. Many of EPA's suggested best management practices, low impact development approaches, and other impact minimization measures have also been incorporated either as project assumptions or as measures to be considered as final design and permitting phases of the project continue. The only suggested element not incorporated was an extension east to include the daylighting of Japanese Creek; the project instead was seeking the most compact footprint possible to allow the Port, the City of Mukilteo and others to explore opportunities to create open space or other uses on the remaining tank farm property and waterfront area.

**F-002-002**

three action alternatives, available parking spaces would decrease; the Elliot Point 1 Alternative would increase parking by only three spaces.)

*Recommendation:* Further explore and consider incorporating an alternative design that extends further east, which would result in redevelopment of a greater portion of the Tank Farm brownfield site, incorporate daylighting of Japanese Creek, and enable shoreline restoration, pedestrian promenade, a cultural/historical commemorative site, and needed parking. Incorporate as many as possible of the above listed features in the preferred alternative. Apply context sensitive design.

#### **Hazardous Materials, Water Quality, and Aquatic Habitats**

**F-002-003**

We appreciate that the DEIS addresses mitigation for impacts due to removal of petroleum distribution facilities, creosote-treated timber and piles, contaminated sediment or dredged sediment; grading or excavating contaminated soil, contaminated groundwater management, and construction of stormwater facilities in contaminated areas; and for noting the environmental benefits of cleaning up project area contamination. However, we have concerns that the clean up may be limited to removing the above ground structures and placing fill over potentially contaminated soils in the project area, particularly at the Tank Farm site. While capping the surface is sometimes deemed the best solution in order to avoid disturbing contaminated soils, we would encourage project proponents to work closely with Ecology and others to re-examine the residual contamination on the Tank Farm and other potentially contaminated project area sites that may be affected, and consider the long-term benefits of removing the contaminants.

Possession Sound and project area streams are water quality impaired for a variety of parameters, including toxic compounds. Contaminated soils may be a present or future source of polluted seepage to groundwater, surface water, and the shoreline, potentially affecting fish, birds, and other wildlife, including threatened and endangered species.

*Recommendation:* Re-examine residual contamination at the project site, particularly the Tank Farm site, using site assessment tools and consulting as necessary with Ecology, the Tribes, NOAA-NMFS, USFWS, and other interested/affected resource agencies and entities, so that remedial actions that best restore long-term ecological and human health in the project area will be taken.

#### **Sediment Analysis and Management**

**F-002-004**

We appreciate the opportunity to review and comment on the Sediment Sampling and Analysis Plan (SAP), which was developed in support of the NEPA analysis. The sampling should inform the refining of alternatives. We note that some samples might not go deep enough to properly characterize the newly exposed dredged surface. If characterizing these deeper sediments would inform cost analyses and selection among the alternatives, we believe the sampling should be done now. We would recommend obtaining cores two feet below the bottom of the dredge prism and taking separate analyses from that lower portion.

**F-002-003**

While some locations with residual concentrations in excess of the site's approved clean up levels have been found, WSDOT's plan for the site is intended to balance the potential benefits of removal of contaminants with the need to avoid construction within known archaeological sites. WSDOT has also responded to public comments encouraging the most compact footprint achievable, which leaves larger areas of the Mukilteo Tank Farm property available for other uses. The Final EIS provides additional details about WSDOT's commitments to work with Ecology to determine a plan for managing hazardous materials within the areas to be developed for the Preferred Alternative. It is important to note that the Air Force's environmental research and documents, including previous agreements with Ecology for cleanup, as well as WSDOT's investigation and analysis that include additional sediment sampling and characterization, have not revealed high levels of contamination that pose risks to ecosystems or endangered species. However, the Final EIS continues to identify mitigation measures addressing impacts considering the potential for contamination to remain.

**F-002-004**

Some of the sediment sampling depths did extend into the areas within the dredge prism, and are near the depth of the project's excavation. While this is not the full extent of sampling that would be needed for a permitted action, it was designed to help inform the EIS's discussion of potential impacts and management measures that may be required. The range of analytes examined also included chemicals used in munitions, and no detectable levels were found. The Final EIS also includes the final Sediment Sampling and Analysis report, which EPA reviewed and commented on during the Final EIS preparation process. As the Final EIS reports, the array of samples taken did not show high levels of contamination or reasons to suspect that sediments at deeper levels would have substantially different chemistry. WSDOT will obtain permits

**F-002-004**

The SAP, which provides a good site history, reveals that munitions were handled at the fuel dock area. This may require a different assessment. It might involve a dive survey, detection and consideration of either isolation or detonation and removal. Lead and ammonium nitrate are some of the likely potential residues from exploded ordnance.

As stated in the SAP, the sampling effort has been tailored to help inform the selection and design of alternatives, and has not been coordinated as part of permitting, which would require interagency coordination via the Dredged Material Management Office (DMMO - Seattle District Corps). When a preferred alternative is identified, the sediment information obtained will help inform additional sediment sampling and characterization that would likely be required as part of the permitting process for that specific alternative. Our comments on the SAP are provided in the interest of making the sediment characterization information as useable as possible for the future, and to further inform the potential use of the Tank Farm site.

Further analysis and disclosure of short and long-term sediment management effects on water quality, aquatic habitats and biota should be included in the Final EIS and will be required at the permitting stage. We believe that the long-term benefits of removing creosote pilings would outweigh the short-term impacts associated with their removal. We also believe that Best Management Practices (BMPs) and permit conditions would go a long way to substantially reduce ecological risks associated with creosote piling removal. We have previously provided such BMPs to FTA and WSF with our prior comments on the proposed project.

Our specific comments on the WSF Mukilteo Multimodal Sediment Sampling and Analysis Plan, dated December 2011, are included in Enclosure 2. If there are any questions regarding these comments, please contact Justine Barton at (206)553-6051 or Jonathan Freedman at (206)553-0266.

**Stormwater****F-002-005**

The DEIS discusses the use of vaults to retain, treat, and release stormwater, as well as bioretention facilities, which are expected to be more effective than vaults. An added benefit of removing onsite contaminants would be the ability to make greater use of storm water management measures that maintain some natural ecological functions such as bioretention, infiltration, and application of low impact development (LID) techniques. In particular, the areas of pavement needed for the multimodal facility could potentially be hardened using pervious pavers or pavements, while site design could incorporate green pockets, such as rain gardens, and other LID features. The EPA has recently launched a new Green Infrastructure Website at <http://water.epa.gov/infrastructure/greeninfrastructure>, a "one-stop shop" that offers a wealth of publications and tools as well as the latest research on green infrastructure.

*Recommendation:* Incorporate LID features in site design to the greatest extent possible and visit the EPA Green Infrastructure website for information.

for dredging and dredge disposal, and will abide by the permit requirements. In fact, many of the anticipated mitigation measures and Best Management Practices have already been incorporated within the Final EIS's analysis of the dredging, pile removal, and other sediment-disturbing activities that will be conducted. WSDOT has also advanced the planning for the additional sampling and testing that will be required for the project's permitting phases. The Final EIS's Hazardous Materials Discipline Report provides an extended discussion of the sediment sampling in conjunction with the proposed dredging activities.

**F-002-005**

Thank you for your suggestions regarding the use of low impact development /green stormwater infrastructure on the Mukilteo Multimodal Project. These and other measures are noted as potential stormwater management measures and will continue to be considered during final design, including for buildings within the facility. The Preferred Alternative provides several opportunities to take advantage of low impact development principles, although the presence of archaeological sites and locations with potentially contaminated soils may preclude some measures. As described in section 4.11, Water Resources, of the Final EIS drainage systems for new pollutant-generating impervious surfaces could potentially utilize bioretention facilities or comparable facilities to treat runoff from areas subject to vehicular traffic.

Although the possibility of encountering hazardous materials may limit the use of bioretention and infiltration, it may be possible to line or design them in a way to prevent suspension and transport of pollutants in the soil. The Final EIS Hazardous Materials Discipline Report and Final EIS section 4.8, Hazardous Materials, provides additional details. During final design, WSDOT will also consider the use of porous paving where applicable.

**F-002-006** | **Air Quality**

Analysis of Impacts. The DEIS does not discuss emissions from ferries and it is unclear whether or not ferry emissions are included in the cumulative effects analysis. The EIS should discuss if and how the ferry emissions are accounted for. In order to have a full understanding of potential impacts on air quality, it would be helpful to characterize how the combined diesel emissions from ferries, trains, buses, and ferry traffic at the multimodal facility may compare with offsite locations, apart from or in addition to determining potential standards violations. Please also include information about the potential exposure of ferry workers at toll booths and loading docks to prolonged elevated levels of diesel and other vehicular emissions.

*Recommendation:* Include the above information in the Final EIS

**F-002-007** |

Mitigation. We expect that WSF is already taking steps to reduce ferry fuel consumption and emissions. In support of such efforts, we recommend, as per our previous comments, adoption of components of the NW Ports Clean Air Strategy, which includes the following mitigation recommendations for Harbor and Commercial vessels:

- Implement engine retrofits, where feasible.
- Pilot post-combustion control/after treatment technologies.
- Develop an agreement between PSCAA and WSF to significantly reduce fuel consumption through the use of Composite restraint systems, fuel sensors, and other efficiency technologies:

*Recommendation:* Adopt appropriate mitigation measures and include commitments in the Final EIS.

**Noise Impacts to Aquatic Species**

**F-002-008** |

The Elliot Point 2 Alternative would minimize the number of new piles that must be installed, and the DEIS provides a good list of potential mitigation measures to minimize the noise impacts to marine species from project construction. We recommend that project proponents work closely with NOAA-NMFS and USFWS to devise the best possible mitigation plan to ameliorate noise impacts to aquatic species and birds.

*Recommendation:* Include a plan as described above in the Final EIS

**F-002-006**

The proposed project will change the location of the ferry, but the number of ferry vessels will remain the same as today. The cumulative effects of the ferry emissions will also remain the same as today or get better over time as newer ferry vessels have cleaner emissions. The same is true for vehicles waiting for the ferry. In the worst-case scenario, about 20 percent of the vehicles will idle while waiting for the ferry. These emissions will be reduced as vehicles become cleaner over time, which will reduce the potential exposure to emissions for ferry workers at the toll booths and loading dock. Section 4.7, Air Quality, of the Final EIS has been revised to include this information.

**F-002-007**

WSDOT's decision about ferry operations and fleet or vessel improvements are made on a systems basis. While WSDOT is continuing to improve the environmental performance of the system, the suggested measures are not related to a specific impact due to this project and therefore have not been incorporated as mitigation commitments. However, WSDOT is open to continued discussions with the PSCAA on these and other measures.

**F-002-008**

The Final EIS provides additional analysis and discussion of noise impacts to aquatic species, as discussed in section 4.12.4, Ecosystems construction impacts. The project will comply with any minimization measures developed during consultation with NOAA Fisheries Service and USFWS in compliance with the ESA, the Magnuson-Stevens Act, and Marine Mammal Protection Act. The EIS process has included coordination with NOAA Fisheries and USFWS and resulted in the Biological Assessment included in the Final EIS, which addressed noise in additional detail, leading to the Biological Opinion by the services. The measures identified in the Biological Opinion will be included in the Record of Decision. The project would also meet the permit

## Enclosure 2

EPA Comments on the WSF Mukilteo Multimodal Sediment Sampling and Analysis Plan  
December 2011

1. Page 1-7, line 1. While there were data gaps in the characterization as noted, a figure is needed to show the twenty-three 2003 sampling locations. Indicate whether they are in the vicinity of the current proposed sampling.
2. Page 2-1, lines 23-24. Please reference the updated "DMMP Guideline Chemistry Values" table, (including SLs, BTs and MLs), updated June 2011, when referencing the User's Manual.
3. Page 2-1, line 32. Please provide a brief explanation as to whether TBT and dioxins/furans will be included as special chemicals at this site for this round and provide the rationale based on past uses at the site.
4. Page 2-5, line 2. As a goal, all vibracore sampling locations, cores should be taken as close as possible to the pier face in order to represent the areas under the pier at depth as much as possible.
5. Page 2-5, line 9. The SAP needs a sample compositing table outlining exactly what parts/segments from each core from Figure 2-1 and Table 2-1 will go into each composite analysis. Indicate why V1 is a 6' core and whether it is because the bathymetry is different in that location. See comment #6 below.
6. Figure 2-1 should include current bathymetry contour lines, which can at times help with positioning core sampling locations, and ensuring long enough cores have been taken to represent both potential dredged material and the new exposed surface. Indicate whether the depths are consistent the full length of the pier.
7. Page 2-6, lines 11-12. It appears that sampling for dioxin/furans will occur, however, the sediment will be archived and analysis will not be done immediately. Explain how the decision to run these analyses will be made. Should PCBs be found in the samples at levels over the SL or SQS, it is possible dioxin/furan analyses would be required during permitting unless this chemical is removed as a concern via testing this round. If there is no reason to believe they are present, and then comment #3 above helps to address this issue for now. If it is possible dioxins/furans will be run on these samples, the reference "*Revised Supplemental Information on Polychlorinated Dioxins and Furans (PCDD/F) For Use in Preparing Quality Assurance Project Plan (QAPP)*", dated November 8, 2010, must be incorporated by reference in this SAP, and the details therein used for the reports related to dioxins/furans. This reference may be found on the Seattle District DMMO website.
8. Table 2-2. As addressed in comment #3 above, if TBT is not a chemical of concern (COC) and documentation is provided of past site use that indicates it unlikely, then remove this COC from your list. If it is a possible COC, prepare this SAP for taking interstitial water samples for TBT.
9. Table 2-2 should include BTs for comparison and indicate that the units are dry weight where correct. Also, a table with current SQS and CSL values should be included, with appropriate units.

requirements of local, state, and federal agencies with jurisdiction over aquatic lands and shoreline areas; these permits typically include commonly applied mitigation measures or BMPs as well as project-specific mitigation requirements, including for noise.

Noise impacts would be minimized and mitigated to the extent possible. Measures would include scheduling in-water work during appropriate wildlife windows, monitoring for marine mammal and selected bird presence before and during construction, using installation techniques such as vibratory hammers instead of impact pile driving to reduce noise generation whenever possible, using lower level warning sounds and ramping up noise to warn wildlife of pending noise increases, and using bubble curtains or other devices to attenuate unavoidable noise generation as appropriate.

## F-002-009

Thank you for providing comments on the sediment sampling plan. Although the plan was not part of the published Draft EIS, its resulting Sediment Sampling and Analysis Report has been included with the Final EIS. WSDOT and FTA considered EPA's comments before finalizing the plan.

10. Page 3-1, line 18. We reiterate comment # 4 above. Vibracores (originals and any that are shifted due to sampling problems) should be as close to the pier face as debris and safety allow.
11. Page 3-6, lines 11-13. Indicate what percent recovery will be acceptable.
12. Page 3-6, lines 27-28. This section mentions four diver coring locations under the Tank Farm Pier and one location under the existing Ferry Terminal (which conflicts with text on p. 2-2 and Figure 2-1). Please reconcile these. Also, a station taken in the footprint of the new alignment at the Existing Ferry Terminal Site would help to obtain information on sediments likely to be displaced by construction at the Existing Terminal Site. A table as recommended in comment #5 above would help to prevent confusion.
13. Page 3-9, lines 3-5. Please provide more explanation of how this determination will be made during core processing. Indicate what core material represents what section of the dredge prism (and underlying new surface material). Explain how compaction, friction/plugging, and core loss will be accounted for.
14. Page 3-11, line 8. The total of "15 samples" should be clear and consistent with the new table (per comment #5 above).
15. Page 3-12 Table 3-1 and lines 3-9. This sampling protocol does not appear to provide adequate differentiation among samples (among the composited surface samples from the vibracores, for example). At a minimum, there should be a station identifier included in the chain. Please clarify how each sample will be identified.
16. Page 4-1, Table 4-1 and text, e.g., line 10. The text states mercury samples will be frozen, but the table indicates 0-6°C. Make Table 4-1 consistent with Table 5-1 in the DMMP User's Manual. This SAP table appears to have been pulled together or truncated. Indicate why the column for temperature is called "preservative". Other examples: 0-6°C instead of 4°C? Dioxins/furans holding time refer to 40 days to analyze instead of 30 days?
17. Page 4-2, Table 4-1 continued. This part of the table seems to duplicate the previous page in places and is perhaps a table-merge gone wrong. All values and footnotes should be checked. Also, please provide a reference for the nitroaromatics and nitramines details.
18. Page 5-1, lines 3-6. Please reference the revised June 2011 list for Chemicals of Concern. State that samples for dioxin/furans will be archived.
19. Page 5-2, Table 5-1. Include TBT only if it will be sampled.
20. Page 6-1, Table 6-1. Please compare and ensure this table is consistent with the DMMP User Manual, Table 6-4.
21. Page 6-1, line 17. If dioxin/furan is run, a Stage 4 validation is highly recommended. See dioxin guidance per comment #7 above.
22. Page 7-2, line 8. Provide tables including all SMS and DMMP levels (with appropriate units) for comparison with analyses (including DMMP BT).



**Enclosure 3**  
**U.S. Environmental Protection Agency Rating System for**  
**Draft Environmental Impact Statements**  
**Definitions and Follow-Up Action\***

**Environmental Impact of the Action**

**LO – Lack of Objections**

The U.S. Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

**EC – Environmental Concerns**

EPA review has identified adverse environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

**EO – Environmental Objections**

EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

**EU – Environmentally Unsatisfactory**

EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

**Adequacy of the Impact Statement**

**Category 1 – Adequate**

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

**Category 2 – Insufficient Information**

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

**Category 3 – Inadequate**

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

\* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment . February, 1987.



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
**NATIONAL MARINE FISHERIES SERVICE**

Northwest Fisheries Science Center  
2725 Montlake Blvd E  
Seattle, WA 98112

March 12, 2012

Mr. Paul W. Krueger  
Project Environmental Manager  
WSDOT Environmental Services Office – Mega Projects  
2901 3<sup>rd</sup> Ave Suite 500  
Seattle, WA 98121-3014

Re: NWFSC Comments Mukilteo DEIS

Mr. Krueger:

**F-003-001**

We have reviewed the Mukilteo Multimodal Project Draft EIS – January 2012. Thank you for the opportunity to provide comments.

We are appreciative of the time and effort by your staff and you to inform us of your plans and intentions. We also appreciate your consideration in selecting for review, designs that allow a bit of spacing between the ferry terminal and the NWFSC Mukilteo laboratory.

Although we have some concerns that will need to be addressed, we believe that there are reasonable solutions available and that they can be addressed successfully as we work together. We are optimistic our respective needs can be advanced, as neighbors, at Mukilteo and we can both fully meet our respective missions.

We believe that some additional information is necessary to adequately understand the likely impact on the NWFSC laboratory, staff and operations and to determine what will be necessary to allow the NWFSC to continue its operations. All of the options, with the exception of the No-Build Alternative, have potential construction and operational impacts on the NWFSC laboratory. In particular, additional data about water currents and wind patterns prevalent at the site would help to inform the on going discussion about impacts to the NWFSC.

While we have offered specific comments to each of the relevant sections of the Draft EIS, I would especially call your attention to our comments in Section 4.0 ("Other comments"). Although there are other concerns as well, the potential impact on the quality and characteristics of the seawater supply is central to our comments. Since much of the work we do involves maintaining marine animals in a controlled environment, and the seawater intake at Mukilteo is the source of that environment, any potential changes to the seawater in the area of the intake are of great concern to NWFSC.

1



**F-003-001**

Thank you for your comments on the Mukilteo Multimodal Project's Draft EIS, and for participating in discussions with WSDOT and FTA to resolve your concerns about potential impacts to the lab. WSDOT and FTA look forward to continued coordination with NOAA and the Northwest Fisheries Science Center's (NWFSC) Mukilteo Research Station as the project moves forward.

Chapter 4 of the Final EIS contains an updated discussion of environmental impacts and mitigation for the Preferred Alternative (a modified version of Elliot Point 2), including additional information about impacts to water quality in the vicinity of the lab and its intake systems. WSDOT and FTA have also provided additional technical documents to NOAA at a meeting on November 20, 2012. These included (among others) the results of detailed hydrodynamic modeling that looked at long-term water quality effects due to waves, wind, propeller action and currents; an assessment of water quality impacts during construction; and the results of sediment sampling in offshore areas that the project will disturb. This information indicates that the Preferred Alternative, which would have a dock closer to the lab than Elliot Point 1 but further than the existing dock, would be unlikely to create water quality impacts that would affect NOAA's saltwater intake. The Final EIS has further details on WSDOT's mitigation commitments to avoid impacts to NOAA's operations, which include coordinating with NOAA during final design, permitting and construction phases. Many of the areas of concern to NOAA are subject to specific permits from the City of Mukilteo and others, and this provides an additional opportunity for WSDOT to involve NOAA in project development as permit-required conditions and controls are defined. As you may know, WSDOT's mitigation commitments will be detailed in and made conditions of any Record of Decision that FTA issues for the project. Your detailed comments are addressed in the following responses.

**F-003-001** Fortunately, it is likely that there are other satisfactory locations in the immediate area of the NWFSC Mukilteo laboratory for the seawater intake if it becomes necessary to relocate it. We are confident that, working together, we can get to an outcome that is successful for both of our organizations.

Our concerns about Elliot Point Alternative 1 and 2 are essentially the same. We expect, that by reason of the proposed new docking site for Alternative 1 being located further from the Laboratory than Alternative 2, the overall construction and operational impacts on the laboratory will be less for Alternative 1. However, before we reach that conclusion we consider that more information and discussion is needed. We also see impacts from the Existing Sites Improvements Alternative that will need to be more fully understood and be carefully managed, should this alternative be selected.

Summaries of our areas of concern for each option are as follows:

#### 1.0 Existing Sites Improvements Alternative.

##### Construction impacts:

##### **F-003-002** *In Puget Sound*

We anticipate possible diminishment of water quality for the NWFSC laboratory salt water supply from in-water deconstruction and construction impacts and would like more consideration of this issue.

##### *On land*

We anticipate diminished access to and from the NWFSC Laboratory and less on-street parking so this needs further consideration. The NWFSC tows vessels on trailers from the site using pick-up trucks. Street design will need to accommodate the need for long vehicles and trailer combinations.

We expect negative noise, vibration and air quality impacts to the laboratory, staff and scientific operations from removal of old Ferry pier and replacement. The full extent of this impact will depend on detailed planning, yet to be completed, with respect to this proposed activity. Studies related to the NWFSC property do not sufficiently explain the likely impacts.

##### Operational Impacts:

##### *In Puget Sound*

**F-003-003** We expect the proposed change in ferry dock re-orientation to the shoreline will result in a change to the propeller wash pattern and likely erosion and then deposition of fine sediments and other materials compared to the no change option and which could diminish intake water quality for the Laboratory, so we would like further consideration of this issue.

## **F-003-002**

As discussed in section 4.11 of the Final EIS, water quality at the saltwater intake system for the NOAA Mukilteo Research Station is not expected to be affected by major construction activities, such as demolition of the existing terminal, or the construction of a new terminal under any build alternative, including the Existing Site Improvement Alternative. WSDOT will coordinate with NOAA in construction planning and permitting to define in detail the procedures and measures that could be used to avoid impacting the quality of the saltwater intake and related laboratory activities. Mitigation options could include testing the intake quality, coordinated scheduling of construction activities with saltwater intake times, or using alternative sources for clean saltwater during the periods of highest activity. The Final EIS contains additional details on mitigation commitments for the project. Although these are focused on the Preferred Alternative, they would be applicable to all alternatives.

Compared to the Elliot Point alternatives, the Existing Site Improvements Alternative would involve more changes to the local street network, more construction in areas closer to NOAA, and more impacts to general public parking, but WSDOT would maintain NOAA's ability to access the site for all street vehicles, including long vehicles and trailer combinations.

Construction activities for all alternatives, including the Existing Site Improvements, would generate noise and vibration, typically during daytime hours. As presented in section 4.3 of the Final EIS, there will be general construction noise and vibration impacts during activities such as demolition, pile driving and road construction. Although at times the construction noise would be noticeable to people in the immediate vicinity, our analysis concluded that noise and vibration levels will not exceed federal annoyance criteria under any alternative.

F-003-003

Vessel traffic could be more directly over the NWFSC salt-water intake and may negatively impact the intake water supply.

*On land*

We expect diminished access to and from the NWFSC Laboratory with less on-street parking at the NWFSC laboratory. A change in traffic pattern is also proposed with Front Street becoming one way and other traffic movement changes and we do not fully understand the impacts. These concerns need further consideration.

**2.0 Elliot Point 1 Alternative**

Construction impacts:

F-003-004

*In Puget Sound*

Removal of the existing Tank Farm Pier. There is concern about contamination to the seawater pumped to the NWFSC Lab and mitigation measures are not sufficiently developed. We anticipate negative noise, vibration and air quality impacts to the Laboratory staff and the scientific operations from in water aspects of the Tank Farm Pier removal. The full extent of this impact will depend on detailed construction planning, yet to be completed, with respect to this proposed activity. Studies related to the NWFSC laboratory do not sufficiently explain the likely impacts.

New ferry dock construction. There is concern about contamination to the seawater pumped to the NWFSC Lab from in water construction and mitigation measures are not sufficiently developed. We anticipate negative noise, vibration and air quality impacts to the Laboratory staff and the scientific operations for new construction. The full extent of this impact will depend on detailed planning, yet to be completed with respect to this proposed activity. Studies related to the NWFSC laboratory do not sufficiently explain the likely impacts.

*On land*

Changes in access to and from the NWFSC Laboratory are proposed along with a change to on street parking, which we do not fully understand from the DEIS and wish to discuss.

We anticipate some negative noise, vibration and air quality impacts to the Laboratory staff and the scientific operations for the on-land components of removal of the existing Tank Farm Pier and new construction. The full extent of this impact will depend on detailed planning, yet to be completed with respect to this proposed activity. Studies related to the NWFSC laboratory do not sufficiently explain the likely impacts.

It is not known how construction changes to storm water run off will affect the NWFSC property – which will be lower than the planned development, and it is not known what impact there will be on the NWFSC salt water source.

To determine impacts associated with air quality, the Final EIS analyzed intersections throughout the vicinity, including areas where new intersections would be created by the project; no locations would exceed levels allowed under national air quality standards under any alternative. During construction, there may be some temporary, localized impacts to air quality under any alternative, as identified in section 4.7 of the Final EIS. To minimize these impacts, WSDOT will implement a variety of mitigation measures described in the Final EIS. In addition, WSDOT will continue to coordinate with NOAA through final design, permitting and construction of the selected alternative to avoid noise, vibration or air quality impacts to NOAA's operations.

**F-003-003**

WSDOT has conducted detailed analysis of potential water quality impacts for all alternatives, as documented in the *Hydrodynamic and Sediment Transport Modeling Study* (Coast & Harbor 2013), which is a reference document to the Final EIS. The modeling study concluded that none of the alternatives would result in wave action, scour, or sediment transport or other impacts that would meaningfully alter water quality in the study area. NOAA's water intake site was included in this analysis. NOAA staff have had the opportunity to review this document and we believe they are generally in accord with its conclusions.

The Existing Site Improvements Alternative would remove current on-street parking spaces near the Mukilteo ferry terminal, but parking supply in the area would have a net increase. Please refer to section 3.3.5 of the Final EIS for additional information about parking.

**F-003-004**

As noted above in F-003-002, WSDOT recognizes the critical importance of maintaining the quality of the saltwater supply to the Mukilteo Research Station during construction of the Mukilteo Multimodal Project.

- F-003-004** | Likely changes to property security management will be needed as a result of construction in nearby and neighboring property use so we also need to discuss planned security measures fences etc for the terminal site.
- Construction lighting may interfere with ongoing experiments with live animals and will need to be considered.

Operational Impacts:

- F-003-005** | *In Puget Sound*
- Change in Ferry docking location will result in the establishment of a new propeller wash environment with the potential to impact the salt water supply. Short term and long term operational impacts are likely to be different, because in the short term the Ferries will create a new pattern of scour. In addition a change in the paths to and from the dock that the Ferries will use will have the potential to impact the NWFSC intake.
- On land*
- Likely changes in access - to and from the NWFSC Laboratory need to be more fully understood and discussed.
- We anticipate negative noise, vibration and air quality impacts to the Laboratory staff and the scientific operations related to new ferry terminal operations. The full extent of this impact will depend on detailed planning, yet to be completed, with respect to this proposed activity. Studies related to the NWFSC laboratory do not sufficiently explain the likely impacts. Diminishment of air quality is a particular concern – we are not clear on how cumulative impacts to air quality from vehicular, ferry and train traffic has been evaluated.
- It is not known how changes to storm water run off will affect the NWFSC property – which will be lower than the planned development, and it is not known what impact there will be on the NWFSC salt water source.
- Likely changes to property security management will be needed as a result of changes in use of nearby and neighboring property use so we also need to discuss planned security measures fences etc for operation of the terminal site.

**3.0 Elliot Point 2 Alternative**

Construction impacts:

- F-003-006** | *In Puget Sound*
- Removal of the existing Tank Farm Pier. There is concern about contamination to the seawater pumped to the NWFSC Lab and mitigation measures are not sufficiently developed.

With the Elliot Point Alternatives, including either Elliot Point 1 or the Preferred Alternative (a modified version of Elliot Point 2), the removal of the tank farm pier would result in more in-water construction activities than the Existing Site Improvement Alternative, but offers more long-term benefits. The Final EIS describes mitigation measures and the permitting process that will define detailed measures to protect water quality during over- and in-water work for any of the alternatives. For example, permits will require a Turbidity Control Plan and a Dredged Materials Disposal Plan. The Final EIS sections 4.11 Water Resources and 4.8 Hazardous Materials have further details. WSDOT's mitigation measures also include direct coordination with NOAA to define detailed measures and procedures to avoid impacting laboratory activities and the saltwater intake system. Section 4.11 also updates the project's commitments to manage stormwater in accordance with applicable permit requirements, which would improve conditions compared to the largely untreated stormwater entering the Sound today via culverts on and adjacent to NOAA's facility. No long- term impacts to water quality are anticipated. See also F-003-002 and F-003-003 for additional discussion.

Most of the construction for the Elliot Point 1 Alternative would be farther from NOAA than the Existing Site Improvements Alternative, and impacts related to noise, traffic, and parking would be temporary and primarily related to the demolition of the existing terminal. WSDOT would maintain NOAA's ability to access the site for all street vehicles, including long vehicles and trailer combinations.

The noise impact analysis conducted for the project's operations considered nearby sensitive receptors as well as ambient noise conditions. None of the alternatives would have noise levels that could cause impacts (as defined by FTA and FHWA criteria that establish the levels that would be disturbing or disruptive to people, particularly when they are sleeping, but also for people carrying on normal activities in

F-003-006

We anticipate negative noise, vibration and air quality impacts to the Laboratory staff and the scientific operations from in water aspects of the Tank Farm Pier removal. The full extent of this impact will depend on detailed construction planning, yet to be completed, with respect to this proposed activity. Studies related to the NWFSC laboratory do not sufficiently explain the likely impacts.

New ferry dock construction. There is concern about contamination to the seawater pumped to the NWFSC Lab from in water construction and mitigation measures are not sufficiently developed. We anticipate negative noise, vibration and air quality impacts to the Laboratory staff and the scientific operations for new construction. The full extent of this impact will depend on detailed planning, yet to be completed with respect to this proposed activity. Studies related to the NWFSC laboratory do not sufficiently explain the likely impacts.

Construction lighting may interfere with ongoing experiments with live animals and will need to be considered.

*On land*

Changes in access to and from the NWFSC Laboratory are proposed along with a change to on street parking, which we do not fully understand from the DEIS and wish to discuss.

We anticipate some negative noise, vibration and air quality impacts to the Laboratory staff and the scientific operations for the on-land components of removal of the existing Tank Farm Pier and new construction. The full extent of this impact will depend on detailed planning, yet to be completed with respect to this proposed activity. Studies related to the NWFSC laboratory do not sufficiently explain the likely impacts.

It is not known how construction changes to storm water run off will affect the NWFSC property – which will be lower than the planned development, and it is not known what impact there will be on the NWFSC salt water source.

Likely changes to property security management will be needed as a result of construction in nearby and neighboring property use so we also need to discuss planned security measures fences etc for the terminal site.

Construction lighting may interfere with ongoing experiments with live animals and will need to be considered.

Operational Impacts:

F-003-007

*In Puget Sound*

Change in Ferry docking location will result in the establishment of a new propeller wash environment with the potential to impact the water supply. Short term and long term operational impacts are likely to be different, because in the short term the Ferries will create

work or home environments). Noise levels otherwise would be similar to, or lower than, they are today for all alternatives.

There would be no changes that would require different security measures at the NOAA facilities for the Elliot Point 1 Alternative or any of the other alternatives. Existing fencing and site access controls would be either left in place or replaced by construction fencing around active construction in areas adjacent to NOAA's property. Construction lighting would be managed to avoid glare or spillover into adjacent properties, including residential areas to the south and west, which would also reduce the potential for lighting impacts to NOAA's facility or its laboratory work.

**F-003-005**

As noted in the comments above and discussed in the Final EIS, the *Hydrodynamic and Sediment Transport Modeling Study* (Coast & Harbor 2013) completed for the proposed alternatives determined that the maximum bottom velocities for the ferries would not create ongoing scour, and no meaningful changes to water quality or sediment quality conditions are expected.

The project does not propose changes to NOAA's access or the streets currently serving the facility under either Elliot Point alternative. The development of a new roadway with a new intersection at SR 525 serving ferry traffic should help reduce existing access constraints to the facility caused by the existing ferry terminal operations.

Final EIS sections 4.3 Noise and Vibration and 4.7 Air Quality conclude that the project will not have long-term impacts associated with noise, vibration or air quality during operation of the new ferry terminal for any alternative. WSDOT will coordinate with NOAA during final design, permitting and construction of the selected alternative to minimize impacts to NOAA's operations.

F-003-007

a new pattern of scour. In addition a change in the paths to and from the dock that the Ferries will use will have the potential to impact the NWFSC intake.

*On land*

Likely changes in access - to and from the NWFSC Laboratory need to be more fully understood and discussed.

We anticipate negative noise, vibration and air quality impacts to the Laboratory staff and the scientific operations related to new ferry terminal operations. The full extent of this impact will depend on detailed planning, yet to be completed, with respect to this proposed activity. Studies related to the NWFSC laboratory do not sufficiently explain the likely impacts. Diminishment of air quality is a particular concern – we are not clear on how cumulative impacts to air quality from vehicular, ferry and train traffic has been evaluated.

It is not known how changes to storm water run off will affect the NWFSC property – which will be lower than the planned development, and it is not known what impact there will be on the NWFSC salt water source.

Likely changes to property security management will be needed as a result of changes in use of nearby and neighboring property use so we also need to discuss planned security measures fences etc for operation of the terminal site.

Operational lighting may interfere with ongoing experiments with live animals and will need to be considered.

4.0 Other Comments

F-003-008

4.1 The NWFSC Mukilteo Seawater Source

The seawater source for marine research studies is pumped from a subsurface pipe inlet offshore from the laboratory facility. The intake is at a depth of 60' and approximately 100' beyond the end of the NOAA pier.

The system supplies up to 350 gallons of sand-filtered water per minute. The water delivered has relatively constant properties over the course of the year, with temperatures ranging from about 8 to 13°C, and salinity from 28 to 32 parts per thousand. The water is delivered to tanks that vary in capacity from about 30 to 3,000 gallons and may be heated or chilled, as needed in some laboratories. The water has been certified for use in toxicity bioassay work, and major public and private water-quality scientists and is also used as a source of reference water for analyses.

A high volume of high quality seawater is critically important to these research studies because it determines quality assurance and quality control in experiments with live animals in the tanks. Water from the site is also transported to other sites for experimental work.

As mentioned above, Final EIS section 4.11 Water Resources describes WSDOT's commitments to manage stormwater during construction and operation; the same standards would apply to all alternatives. See F-003-002, F-003-003, and F-003-004 for additional discussion.

There would be no changes that would require different security measures at the NOAA facilities, as the ferry terminal would include fencing around its developed area. NOAA's existing site fencing and access controls would be either left in place, or replaced with new fencing if they are adjacent to areas developed by the Mukilteo Multimodal Project. The project would also improve visibility and security conditions in the area. Although the ferry terminal and multimodal facilities would be on the opposite side of the NOAA facility, there would be no changes in the overall characteristics of operation that would require different security measures for NOAA at its facilities. It is more likely that the infrastructure improvements and ferry terminal security systems, including fencing and lighting, would improve visibility and security conditions in the surrounding areas, which would benefit the NOAA facility. Operating lighting would still be shielded to avoid spillover impacts into residential areas or other properties, including NOAA's facilities, and should not impact laboratory tests.

**F-003-006**

Please see response F-003-004, which addresses these construction related issues and concerns in detail. The project's mitigation approach described in the Final EIS by environmental topic defines commitments to coordinate with NOAA during construction planning, permitting and during construction to avoid impacts. This includes potential impacts to the saltwater intake system and other construction impacts to laboratory operations due to changes in traffic, parking, noise, vibration, or visual impacts. As noted in the previous comment as well, section 4.11 of the Final EIS updates the project's commitments to manage stormwater



**F-003-008**

There are several ways that ferry landings and departures from the proposed multimodal facilities may alter the water quality. These are influenced by the direction of flow of surface waters east of Elliot Point.

It is our general understanding that fresh water input from several river systems causes surface water to flow predominantly from east to west near Elliot Point. However, there is no information in the EIS on the local current environment at the surface or at depth.

We therefore consider that there should be a more detailed analysis and documentation of the currents at the site and in relation to your proposed activities. This would provide foundation for more fully understanding likely impacts and any needed mitigation action.

Potential seawater impacts may include the following:

- Turbulence from propeller backwash will cause intermittent mixing of surface water and subsurface water, disturbing the existing pycnocline (stratified seawater/freshwater boundary) near the seawater intake for the laboratory. This will affect both the chemical characteristics of the water and the temperature of the water. If these effects extend into the immediate area of the intake, there will be an overall reduction in seawater quality and may render the water unfit for research purposes.
- The churning of surface waters that occurs when the motion of the propellers is reversed during slowing and maneuvering aerates the surface waters and may lead to super saturation of dissolved gasses in localized areas. Supersaturation can cause gas bubble disease in fish, a non-infectious, physically-induced trauma in which small bubbles form in the gills, fins, and eyes of the animal, resulting in tissue damage. Fry, which are frequently used in research projects at the laboratory, are especially vulnerable.
- Sediment suspension or contaminants from pier removal or from construction in the water or on land can lead to filter clogging problems or contamination of water used in the experiments.
- The proposed project is likely to increase the concentration of grease, oil, and metallic compounds from cars in surface water runoff. Unless this runoff is prevented from entering the sound, there is the potential for this contamination to affect the quality of the laboratory's saltwater supply. In addition, antifouling compounds from the project and the vessels associated with it may introduce background contamination to the water source that influences quality control in experiments.

**F-003-009****4.2 Air quality**

We cannot determine if ambient air quality monitoring was completed to develop a baseline; if cumulative impact of automobile, ferry and train traffic and construction equipment was considered and if a wind direction and strength analysis was a part of the evaluation.

runoff during construction and longer term. Also, FTA will incorporate required mitigation measures as conditions of any Record of Decision it issues.

**F-003-007**

Responses F-003-002 and F-003-005 address these operational concerns with information that is applicable to the Preferred Alternative. As discussed previously, WSDOT is committed to on-going coordination with NOAA through final design, permitting and construction of the selected alternative to avoid impacts to NOAA's operations.

**F-003-008**

Please see F-003-002 for a discussion on potential impacts to NOAA's saltwater intake. As with other areas of concern, WSDOT is committed to on-going coordination with NOAA through final design, permitting and construction of the selected alternative to avoid impacts to NOAA's operations.

The Final EIS also has additional information on the long term water quality effects due to stormwater; the project will be improving stormwater facilities to meet applicable permitting standards. WSDOT will coordinate with NOAA during final design and permitting, when more details about the specific facilities and treatments will be available. Based on information from NOAA, which indicates that the saltwater intake quality has remained consistently high even during major storm events with the existing unimproved system that has outfalls at and near the NOAA facility, WSDOT does not anticipate saltwater intake impacts with a facility that is upgraded to meet the more stringent stormwater permitting requirements that will apply to the project.

**F-003-009**

The proposed project will change the location of the ferry, but the



**F-003-009** | Because we are close to the site we are concerned that traffic queues “may result in short term periods of high vehicle emissions and elevated CO2 concentrations.” It is also not clear what the cumulative effect will be of adding in emissions from trains and ferries. While air quality data has been gathered from intersections we are not sure that this is the same as gathering data from ferry lines because vehicles in ferry lines would be idling and stationary for a longer time than at an intersection. We are also concerned with air quality during construction.

**F-003-010** | 4.3 Light Management  
Light management and glare is considered briefly in the DEIS at p4-48. Consideration is needed of the impact of new lighting on the growing environments for live animals at the NOAA site.

**F-003-011** | 4.4 Water Resources  
Specific information on the local water currents would help to inform consideration of in-water impacts from construction and operations. While the filters at the NWFSC lab may remove some fine sediments, they are not designed to remove contaminants and if they clog from fine sediment the research would be compromised. In other words a short-term or temporary construction impact could have a long-term impact on scientific work.

Thanks,



Stewart Toshach  
Director  
Operations, Management and Information Division  
NWFSC

number of ferry vessels and autos will remain similar to what they are today. The cumulative effects of the ferries' emissions will also remain at least as good as they are today with a cleaner fleet over time. WSDOT did not conduct ambient air quality monitoring because there are established interagency protocols and methods in place for addressing localized air quality impacts for transportation projects, including existing air quality monitoring systems throughout the region. WSDOT determined the project will meet air quality conformity through the use of a very conservative model to predict future concentrations for carbon monoxide (CO). The baseline or background concentration used in the model was 3 ppm for CO, which is approximately double the existing CO concentration in the Mukilteo area. The project looked at CO because the Mukilteo area is within a CO maintenance area. As noted in section 4.7 of the Final EIS, Air quality throughout the central Puget Sound region has stayed steady for some measures, while others have improved over the last 5 years. Cleaner cars, industries, and consumer products have contributed to cleaner air throughout the United States, including in the central Puget Sound region, and this trend is likely to continue.

About 20 percent of the vehicles are typically idling while waiting for the ferry, and the model anticipates these levels in its worst-case scenario. The predominant wind direction in this area is from the southwest in the summer and northwest in the winter. This would mean that emissions from the new terminal location would typically be dispersed away from the NOAA facility.

Programs and trends, such as stricter vehicle emission standards for newer cars and gradual replacement of older and more polluting vehicles (including trains) with newer and cleaner engines, are expected to continue to reduce vehicle emissions in the immediate area. In addition, voluntary programs such as the Puget Sound Clean Air Agency's Diesel Solutions Program, in which Washington State Ferries has participated

by switching its fleet to low-sulfur diesel and biodiesel, would further reduce emissions.

During construction, fugitive dust may be generated by activities that involve the movement or disturbance of soils such as excavation and demolition. Also, air pollutants would be emitted from construction vehicles traveling to and from the construction site, as well as vehicles and construction equipment operating onsite. However, impacts will be minimal and temporary. Mitigation measures and best management practices will be in place as described in section 4.7 of the Final EIS.

**F-003-010**

Directional lighting will be used to minimize light spillage beyond the footprint of the trestle and transfer span. WSDOT and FTA will coordinate with NOAA to address concerns about lighting during construction to avoid impacts to biological research activities or specimens at the NOAA site. Detailed construction plans will not be complete until after the environmental process concludes, but lighting and other facility details would be subject to permitting processes, including with the City of Mukilteo, and WSDOT has committed to coordinating with NOAA during final design, permitting and during construction to help address these concerns.

**F-003-011**

WSDOT and FTA met with NOAA to discuss the underlying issues related to NOAA's need to protect the water quality of its saltwater intake systems, and we recognize the importance of the system to your operations. WSDOT is committed to coordinating with NOAA during final design, permitting and construction to minimize potential impacts to NOAA's operations. The detailed responses above on construction impacts further describe the measures WSDOT has identified to avoid impacts to the system during the construction period.

**Comments on Draft Environmental Impact Statement**  
**Mukilteo Multimodal Project**

By  
Daniel Strandy  
Director, Project Planning & Management – Western Region  
Office of the Chief Administrative Officer  
National Oceanic & Atmospheric Administration

- F-004-001** | S.4.3 Elliot Point 1 Alternative: This alternative calls for the dredging of a 400 feet wide channel to a depth of 26 feet, from current depth of 14 – 17 feet. How much dredge material will be removed? What process will be used to mitigate down gradient migration of sediments? NOAA is concerned with potential impacts to its seawater intake west of the proposed new ferry terminal. Much of the sediments are known to be contaminated. How will the project mitigate the migration of contaminated dredge materials west of the proposed site?
- F-004-002** | S.4.4 Elliot Point 2 Alternative: This alternative calls for the dredging of a 500 feet wide channel to a depth of 26 feet. How much dredge material will be removed? What process will be used to mitigate down gradient migration of sediments? NOAA is even more concerned with potential impacts to its seawater intake west of the proposed new ferry terminal as it would be closer to the NOAA seawater intake than the Elliot Point 1 Alternative. Much of the sediments are known to be contaminated. How will the project mitigate the migration of contaminated dredge materials west of the proposed site?
- F-004-003** | S.5.1 Ferry Terminal Operations – Connections to Transit: Will proposed roadway site improvements ensure NOAA has uninterrupted access to its lab facility and adequate parking for staff? This is not clear in the document and must be assured.
- F-004-004** | S.6 Environmental Impacts – Table S-2 Summary of Impacts by Alternative: Elliot Point 1 and Elliot Point 2 alternatives involve considerable dredging. This is not sufficiently reflected in this table. How much material will be removed for each alternative? What are the specific construction effects? Further detail is needed in this section.
- F-004-005** | S.6.7 Hazardous Materials: There is no mention of the impacts from dredging potentially contaminated sediments under the Tank Farm Pier. Although any impacts would be more temporary in nature, they should be delineated in the EIS document.
- F-004-006** | S.6.10 Water Resources: What are the short term impacts with removal of potentially contaminated sediments?
- F-004-007** | S.6.11 Ecosystems: Recommend adding “potentially contaminated sediment removal” as temporarily impacting water quality.
- F-004-008** | Table S-7 Key Environmental Differences: Recommend adding the estimated volume of dredge material to be removed for the Elliot Point 1 and Elliot Point 2 Alternatives.

**F-004-001**

The area expected to be dredged for the Preferred Alternative (Elliot Point 2) is estimated at 48,000 square feet, which could result in as much as 19,500 cubic yards of dredged material. The area would be similar in size for the Elliot Point 1 Alternative. Mitigation for impacts due to removal of contaminated sediment or dredged sediment is discussed in section 4.8 of the Final EIS.

A Turbidity Control Plan and Dredged Materials Disposal Plan would be developed and implemented as described in section 4.11.7 of the Final EIS to protect water quality during activities such as dredging. These plans are being developed in consultation with the NOAA Mukilteo Research Station. WSDOT will manage and dispose of contaminated sediment in accordance with applicable permits and regulations, including the preparation of a Sediment Evacuation, Sampling, and Disposal Plan and a Dredged Materials Disposal Plan. These measures will eliminate or reduce the migration of contaminated sediments during project construction.

**F-004-002**

Please see the response to comment F-004-001 above.

**F-004-003**

Permanent access to the the laboratory would likely improve with the Preferred Alternative because Front Street would not be used for ferry access. Front Street is anticipated to remain open during construction, except for short temporary closures which would likely occur at night. This would reduce or eliminate access impacts to the NOAA Mukilteo Research Station.

The Preferred Alternative would reconfigure some of the parking near Front Street, Park Avenue, and First Street. Overall the number of parking spaces for the Preferred Alternative is expected to increase

by about 28 spaces. Additional information about parking can be found in section 3.3.5 of the Final EIS.

**F-004-004**

Please see response to comment F-004-001 above.

**F-004-005**

Section 4.8.4 of the Final EIS discusses the potential to encounter contaminated materials while dredging and section 4.8.7 presents potential mitigation measures in the event that contaminated dredged materials are encountered. A Turbidity Control Plan and Dredged Materials Disposal Plan would be developed and implemented as described in section 4.11.7 of the Final EIS to protect water quality during over-water work and activities such as pile removal, pile driving, beachhead work, and other activities below the ordinary high water level. WSDOT would ensure that the project is monitored and inspected for compliance with these plans. In addition, best management practices would be selected specifically to protect water quality during over-water work and activities below the ordinary high water level.

**F-004-006**

Additional details on the construction impacts to water resources and sediment are discussed in the Final EIS section 4.11.4 (Water Quality Construction Impacts), section 4.8.4 (Hazardous Materials Construction Impacts), the Hazardous Materials Technical Report, and the Hydrodynamic and Sediment Transport Modeling Study (Coast & Harbor 2012). These sections also discuss the permitting process and anticipated conditions for the project. A Turbidity Control Plan and Dredged Materials Disposal Plan would be developed and implemented as described in section 4.11.7. The removal of the Tank Farm Pier and its support piles would result in nearshore turbidity plumes, but the

effects are not expected to degrade water quality or sediment quality below applicable standards.

**F-004-007**

The potential for contaminated sediments to impact water quality is discussed in Final EIS sections 4.11 Water Resources, 4.8 Hazardous Materials, and 4.12 Ecosystems. BMPs and mitigation measures to prevent, avoid, and minimize negative impacts on water resources will be in place as described in section 4.11.7 of the Final EIS.

**F-004-008**

The key environmental differences table in the Executive Summary has been revised. The Preferred Alternative (Elliot Point 2) and the Elliot Point 1 Alternative would remove approximately 20,000 cubic yards of sediment from the area where the Tank Farm Pier is located. The sediment would need to be removed to create a sufficiently deep channel for ferry boat passage.



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR MOBILITY COMMAND

12 March 2012

Colonel Brian C. Murphy  
Chief, Programs Division, HQ AMC/A7P  
507 Symington Drive  
Scott AFB IL 62225-5022

Mr. Daniel Drais  
Federal Transit Administration, Region 10  
915 Second Avenue, Suite 3142  
Seattle WA 98174

Dear Mr. Drais

F-005-001

Headquarters Air Mobility Command (HQ AMC) has reviewed the January 2012 Draft Environmental Impact Statement (DEIS) for the Mukilteo Multimodal Project. As a cooperating agency, we appreciate the positive collaboration between our respective teams and the opportunity to provide formal comments on this proposal.

Overall, the DEIS incorporates many of the suggested changes identified by HQ AMC during the PDEIS review, and we thank you for your consideration to incorporate those changes in this DEIS. However, recent plan changes or on-going group discussions have highlighted a few areas which merit further discussion or consideration. Our comments and recommendations are included as an attachment to this memorandum.

Thank you again for inviting the AF to be a cooperating agency on this very important issue. If you or the members of your EIS team, have any questions or concerns please feel free to contact me at (618) 229-0737, or my Mukilteo POC, Mr. Doug Allbright, at (618) 229-0841 or by e-mail [earl.allbright@us.af.mil](mailto:earl.allbright@us.af.mil).

Regards.

BRIAN C. MURPHY, Colonel, USAF  
Chief, Program Division  
Directorate of Installations & Mission Support

Attachment:  
HQ AMC Comments

cc:  
Mr. Paul W. Krueger, WSF

UNRIVALED GLOBAL REACH FOR AMERICA...ALWAYS!

F-005-001

Thank you for the comments on the Mukilteo Multimodal Project's Draft EIS. WSDOT and FTA look forward to continued coordination and cooperation with the U.S. Air Force as the project progresses. Please see the responses to your specific concerns below.

**Attachment 1 - HQ AMC Comments on the Jan 2012 FTA/WSF-prepared Draft Environmental Impact Statement for the Mukilteo Multimodal Project**

- F-005-002** 1. Fact sheet, page 1 and remainder of DEIS document. The DEIS states the US Air Force (AF) is "directed by federal law to convey 18.85 acres of the Mukilteo Tank Farm." (See e.g., 2-1, 2-18). However, Public Law 106-398 states, "The Secretary of the Air Force may convey, without consideration to the Port of Everett, Washington (in this section referred to as the "Port"), all right, title, and interest of the United States in and to a parcel of real property, including any improvements thereon, consisting of approximately 22 acres ...". Thus, it's more accurate to state the legislation permits, not directs, the AF to transfer the property.
- F-005-003** 2. Fact sheet, page 1 and remainder of DEIS document. The DEIS describes the Existing Site Alternative as expanded facilities; however, the name of the alternative is misleading and implies the project will occur within the current footprint. A more accurate title of this alternative would be "Expanded Existing Site Alternative."
- F-005-004** 3. General – Additions. Recommend some key elements be added to the DEIS. Rewrite text and update DEIS Figures to provide readers information regarding the extensive dredging previously done around the tank farm pier. Clearly describe the depth (in feet) of fill that will be added for the Elliot Point alternatives prior to construction start. Provide the relative depth of the midden layer beneath all alternatives (following site modifications) throughout the DEIS. Modify the DEIS to include confirmation received by the AF from WA DAHP on 27 Jan 11 that the Mukilteo Shoreline Site (45SN393), Old Mukilteo Townsite (45SN404), and the portion of Japanese Gulch on AF property (45SN398B) are eligible for the National Register of Historic Places.
- F-005-005** 4. General - Deletions. Overall the DEIS better describes tank farm conditions and possible hazards. However, reference is made multiple times to the 2006 investigation, which found isolated pockets of hydrocarbons. This material likely degraded naturally over the past six years. Additionally, creosote hazards are described throughout the DEIS. The 1983 Corps of Engineers-funded pier study described a low probability of adverse conditions and levels of creosote in piles beneath the fuel pier. That study does not support statements in the DEIS of excessive creosote contamination (Section S.6.11, Page S-25). Remove references to the AF pier as the MELT pier (Cultural DR). The pier was modified as a fuel pier when the AF took ownership.
- F-005-006** 5. The DEIS should remove all references regarding a lease between the AF and the City of Mukilteo on the tank farm. There are no lease discussions underway at this time.
- F-005-007** 6. Summary S.4 (1-4) DEIS alternatives should be standardized to first address the ability to meet stated project needs and then describe existing site conditions. The DEIS summary should be modified to include a reference indicating transfer of the AF tank farm must occur for Elliot Point I or II alternatives to be viable. Additionally, recommend correcting/removing the following inaccuracies from the summary and the DEIS.
- F-005-008** a. Summary S.2. The Air Force (AF) property description should be expanded to indicate the Sound Transit Sounder Rail Station and parking, abandoned eastern section of First Street, public access area, and ingress and egress to the Mount Baker Terminal along Front Street are all on AF property.
- F-005-009** b. Summary S.4.2, last paragraph. The description indicates Front and Park Streets will be converted to one way. Discussions with the Port, NOAA, and Marine Fisheries surfaced concerns about the ability of commercial, fisheries, or extended length vehicles to access the eastbound portion of Front St.

Page 1 of 2

**F-005-002**

This language was revised in the Final EIS.

**F-005-003**

Comment noted. As previously discussed with the Air Force, the name of the Existing Site Improvements Alternative will not be changed in the Final EIS.

**F-005-004**

WSDOT and FTA considered these general additions and suggestions as the Final EIS was developed. Several of the general additions have been included in the Final EIS, although the Draft EIS figures were designed to show information related to the development of the alternatives and the factors that were considered most salient to the discussion of environmental effects. In text and in bathymetry figures, the previous dredging was acknowledged but is not included in the general alternative figures. The Preferred Alternative was refined to avoid constructing a building within a shell midden—a sensitive archaeological site. The Section 106 Memorandum of Agreement will include measures to resolve any adverse impacts to historic and cultural resources. The Air Force's previous correspondence and concurrence from DAHP were recognized in the Cultural Resources Discipline Report.

**F-005-005**

The Final EIS has been updated to reflect a number of the suggested elements. However, suggestions involving restatements of potential impacts due to contamination from previously detected hydrocarbons, or creosote treated timber, could not be fully incorporated. The Draft EIS did not characterize these materials as excessive, but their known or potential presence allows their effects to be considered in decision making, and also supports the development of mitigation measures, as required under NEPA. The reference to the MELT pier occurs in one

<b>F-005-010</b>	c. Summary S.4.3. Indicates near the pier, current depths range from 14 to 17 feet. AF staff observed depth readings made by a WSF contractor, that do not support this statement.
<b>F-005-011</b>	d. Summary S.6.3 The DEIS indicates the No Build and Existing Site Improvements occupy the same site. This statement is incorrect.
<b>F-005-012</b>	e. Summary Tables. Current DEIS provides some information on site impacts, but should be expanded to indicate the depth below the proposed site and expected impacts to cultural resources.
<b>F-005-013</b>	7. Chapter 1, Section 1.2. Recommend the DEIS be modified to reflect comments in the summary section S.2 on AF property and current use.
<b>F-005-014</b>	8. Chapter 2. Recommend the DEIS better describe the proximity of cultural resources to the surface with respect to proposed construction for each alternative. Discussion should be added to illustrate the analysis ensuring access by extended length, commercial, or heavy equipment onto Front Street. Marine components should identify previously dredged areas for the Elliot Point alternatives. The DEIS should address public comments recommending a possible hybrid of the Elliot Point alternatives. Additionally, consideration should be given to include removal of the tank farm pier for all construction alternatives.
<b>F-005-015</b>	9. Chapter 4. Recommend incorporating comments previously provided on site eligibility, creosote, hydrocarbons, and previous AF and WA Ecology-approved site cleanup actions.
<b>F-005-016</b>	a. The DEIS language should be consistent <ul style="list-style-type: none"> <li>i. Remain consistent on discussions of the concrete pad removal (e.g., 4-128 and Cultural Discipline Report).</li> <li>ii. Description of “killer/orca whales” between this section and Ecosystem Discipline Report.</li> <li>iii. Discussion of eelgrass locations between this section and Ecosystem Discipline Report (e.g., 4-177 vs. page 4-2 and figure 12).</li> </ul> b. Additional Section 4 Issues.
<b>F-005-017</b>	i. The adverse effects discussion on page 4.6.4 states FTA determined there would be no adverse impacts regarding some cultural resources; text should be revised to include required Section 106 consultation.
<b>F-005-018</b>	ii. For natural resources, suggest providing more information on Section 7 progress for the Biological Assessment/Opinion, and clarification on the provisions of 32CFR800.2 (Native American consultation party status) versus status under EO 13175.
<b>F-005-019</b>	c. Section 4.6.6 should mention the AF land transfer and preservation covenant developed to identify and protect the cultural resources associated with the property.
<b>F-005-020</b>	d. Past correspondence between WSF and AF indicated ferries would like to explore the National Register listing process as a potential mitigation if EP 1/II is selected. That option is not referenced in the DEIS.
<b>F-005-021</b>	e. Other. Better imagery may improve readability (example ghost image on 26 of 420) and redacted documents obscure information on the impact symbols (Table A, iv).
<b>F-005-022</b>	10. Thank you again for inviting the AF to participate in the multimodal project and allowing us the opportunity to comment on the DEIS. HQ AMC point of contact: Mr. Doug Allbright.

location (historic), which is the original name for the facility and appropriate for a discussion of its historic characteristics, but other references have been removed.

#### **F-005-006**

References to a lease between the U.S. Air Force and the City of Mukilteo have been removed from the Final EIS.

#### **F-005-007**

Your suggestions for the organization of the discussion of each alternative was considered for the Final EIS Summary, but the Draft EIS organization was designed to first report substantive impacts. The Draft EIS Summary included a sentence stating that the Elliot Point alternatives assume the transfer of the Mukilteo Tank Farm from the U.S. Air Force to the Port of Everett. The Final EIS has been updated to include the latest status of the transfer.

#### **F-005-008**

The request to make the U.S. Air Force property description more detailed in the Summary was considered; however, the additional description of the uses on the U.S. Air Force's Mukilteo Tank Farm is provided in section 2.4 of the Final EIS. The Summary provides a brief overview of the study area and project effects.

#### **F-005-009**

Modifications to Front Street would not restrict access of commercial, fisheries, or extended length vehicles to the NOAA site. The anticipated modification to the existing Front Street and Park Avenue rights of way would involve expanding the southwest corner to accommodate transit coaches turning right from Front Street onto Park Avenue. This modification would not restrict any vehicle that is currently able access these roadways from doing so in the future.



**F-005-010**

This sentence has been corrected to state that current depths under the pier range from -15 to -35 feet.

**F-005-011**

Both the No-Build and Existing Site Improvements alternatives would be located in the same site location as the current terminal. The Existing Site Improvements Alternative would have a larger footprint and the dock would be angled to the north, which is described and shown in both the Summary and Chapter 2 of the Final EIS.

**F-005-012**

Potential impacts to cultural resources are described in section 4.6 of the Final EIS. To protect the resource, depths to potential archaeological sites are not reported. Additional details about cultural resources can be found in the Cultural Resources Discipline Report.

**F-005-013**

The Final EIS was modified to reflect the property's current status.

**F-005-014**

Revisions to Chapter 2 of the Final EIS continue to note the cultural resources that affected design. The more detailed discussion of resources and impacts is in Chapter 4, Environmental Impacts.

The Final EIS responds to the public comments received on the Draft EIS. A new build alternative was not added to the document, but WSDOT and FTA modified the Elliot Point 2 Alternative.

**F-005-015**

The Final EIS has been updated to reflect the latest information available.

**F-005-016**

The Discipline Reports and the corresponding EIS sections have been revised for consistency and updated with new information on design details for the Preferred Alternative and other alternatives, including the construction approach. Other analytical discussions have also been revised for consistency.

**F-005-017**

The Draft EIS section 4.6.7, Mitigation Measures for Adverse Effects, discusses briefly the next steps that include consultation with DAHP and interested tribes pursuant to NHPA and the development of a Memorandum of Agreement. This section has been updated in the Final EIS to reflect the results of the Section 106 consultation.

**F-005-018**

The ESA Section 7 consultation process was initiated with the identification of the Preferred Alternative. The Final EIS includes current information about the ESA consultation for the project, including the Biological Assessment and the Biological Opinion.

**F-005-019**

The Final EIS was updated to include language about the U.S. Air Force's land transfer and preservation covenant, as requested.

**F-005-020**

Mitigation measures for impacts to cultural resources were guided by an Memorandum of Agreement that was developed following the selection of the Preferred Alternative.

**F-005-021**

The Final EIS figures have been updated for clarity.

**F-005-022**

Thank you for providing comments on the Draft EIS. WSDOT and FTA have appreciated the participation of the U.S. Air Force in the development of the Mukilteo Multimodal Project.

**F-005-022**

Thank you for providing comments on the Draft EIS. WSDOT and FTA have appreciated the participation of the U.S. Air Force in the development of the Mukilteo Multimodal Project.



March 8, 2012

Washington State Ferries  
Attn: Paul Krueger  
[mukilteocomments@wsdot.wa.gov](mailto:mukilteocomments@wsdot.wa.gov)  
2901 3rd Avenue, Suite 500  
Seattle, WA 98121

Dear Mr. Krueger:

**S-001-001**

Thank you for the opportunity to provide comments on the Environmental Impact Statement for the proposed Mukilteo Multimodal Project dated January 2012. The Washington Department of Natural Resources (DNR) is the proprietary manager of state-owned aquatic lands, including bedlands, shorelands, and tidelands located within and adjacent to the project area. DNR also manages or co-manages the resources attached to or embedded on state-owned aquatic lands within or adjacent to the project area, such as eelgrass and geoducks.

Construction of the tank farm pier and associated dredging by the Department of Defense have impacted state-owned aquatic lands. Removal of this pier will restore some but not all of these impacts. The Department of Defense built this pier under its own authority and is responsible for its removal until such time as they transfer the Mukilteo Tank Farm to the Port of Everett. We understand the Washington State Department of Transportation (WSDOT) would then obtain a portion of the tank farm from the Port to implement the selected alternatives.

DNR supports the following mitigation measures proposed in the EIS to avoid or minimize potential impacts to aquatic habitats and species:

- Collecting and conveying stormwater generated by the over-water coverage of the dock to onshore water quality treatment facilities to avoid the potential for water quality impacts to Possession Sound
- Using concrete piles where possible, which would likely be replaced less frequently
- Incorporating grating and/or lights under the pier in the terminal design, where feasible, to minimize the effects of shading on fish species migrating along the shoreline.

In addition to the proposed measures, DNR requests that all project alternatives avoid the use of tires, and treated wood as decking, pilings or other below water infrastructure.

**S-001-002**

All the alternatives involve disturbance, dredging or excavation of sediment and soil that has been in contact with creosote-treated timber or piles. DNR looks forward to working with

## **S-001-001**

Thank you for your comments on the Mukilteo Multimodal Project's Draft EIS. WSDOT shares your expectation that the removal of the Mukilteo Tank Farm Pier will help restore habitat that was degraded by the structure. DNR's suggested measures for stormwater, pilings, and the choice of materials have been considered in refinements in the Preferred Alternative (a modified version of Elliot Point 2) and the development of the Final EIS mitigation measures. Chapter 4 section 4.11, Water Resources, and section 4.12, Ecosystems, as well as Appendix L, Biological Assessment, of the Final EIS identify the project's measures to avoid or mitigate impacts to water quality, aquatic species and habitat. In addition to the mitigation measures that will be confirmed in the Record of Decision, additional measures may be developed during permitting for the project.

## **S-001-002**

WSDOT will manage and dispose of contaminated sediment in accordance with applicable permits and regulations, including permits issued by or plans required by DNR. Final EIS sections 4.8, Hazardous Materials, and 4.11, Water Resources, contain updated information on sediments as a result of sampling conducted in Spring 2012. This sampling revealed limited amounts of contamination. WSDOT will continue to coordinate with DNR regarding the management plans for proposed dredging for this project.

**S-001-002**

WSDOT and the Dredge Material Management Program on a dredge disposal management plan to ensure contaminated sediments are handled and disposed of properly. If any dredge material is approved for open water disposal, then DNR would be responsible for authorizing use of the disposal site.

DNR will provide additional comments as the project moves forward and additional information becomes available regarding the use or potential impacts to state-owned aquatic lands. Please do not hesitate to contact me at (360) 902-1080 should you have any questions.

Sincerely,



Cyrilla Cook, AICP  
Policy Unit Supervisor



STATE OF WASHINGTON

**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501  
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343  
(360) 586-3065 • Fax Number (360) 586-3067 • Website: [www.dahp.wa.gov](http://www.dahp.wa.gov)

March 12, 2012

Mr. Richard F. Krochalis  
Federal Transit Administration  
915 Second Avenue  
Federal Building, Suite 3142  
Seattle, Washington 98174-1002

In future correspondence please refer to:

Log: 040110-29-FTA

Property: Mukilteo Multimodal Project II

Re: Receipt of Draft Environmental Impact Statement

Dear Mr. Krochalis:

**S-002-001**

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the *Mukilteo Multimodal Project: Draft Environmental Impact Statement (DEIS)*. The document has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

We have no comments on the DEIS at this time. We look forward to continued consultation throughout the remainder of the Section 106 review process as you move closer to choosing your preferred alternative.

Thank you for the opportunity to review and comment.

Sincerely,

Matthew Sterner, M.A.  
Transportation Archaeologist  
(360) 586-3082  
[matthew.sterner@dahp.wa.gov](mailto:matthew.sterner@dahp.wa.gov)

MAR 14 2012 PM 12:12



**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

*Protect the Past, Shape the Future*

**S-002-001**

Thank you for reviewing of the Draft EIS. WSDOT and FTA appreciate your consultation efforts on this project.



February 22, 2012

Washington State Ferries  
Attn: Paul Krueger  
2901 3<sup>rd</sup> Avenue, Suite 500  
Seattle, WA 98121

Re: Port of Everett Letter of Support for the Mukilteo Multimodal Project

Dear Paul:

**L-001-001**

Please allow this letter to memorialize the Port of Everett's support for the Draft Environmental Impact Statement options entitled Elliot Point 1 and Elliot Point 2, with a stronger preference for Elliot Point 1. The Port Commission officially adopted this position during their July 12, 2011 regular public meeting.

The Port believes that both Elliot Point 1 and 2 are viable and strong options that provide the most public benefit. These two options also align with the Port's stated goals of securing property, vehicle, and utility access to the Mount Baker Terminal, enhancing public access, and a favorable remedy for the old dilapidated Tank Farm pier.

Notwithstanding, the Port believes Elliot Point 1 is the stronger option as it provides for better public access and the ability to move more vehicles off the streets, thereby reducing congestion and enhancing public transportation - both of which accomplish the envisioned multimodal goals for the Tank Farm.

Based on the foregoing, the Port supports the Elliot Point 1 and 2 options, with a strong preference for Elliot Point 1.

Thank you for your consideration.

Very truly yours,

PORT OF EVERETT

*Les Reardanz*  
Les Reardanz  
Chief Administrative Officer

1205 Craftsman Way, Suite 200 • P.O. Box 538 • Everett, WA 98206 • Phone (425) 259-3164 • Fax (425) 252-7366  
Web site: [www.portofeverett.com](http://www.portofeverett.com) • E-mail: [gen@portofeverett.com](mailto:gen@portofeverett.com)

### **L-001-001**

Thank you for identifying the Port's preference for the Elliot Point alternatives based on the public benefits and how they complement the access, property and operational goals for the Mount Baker Terminal. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

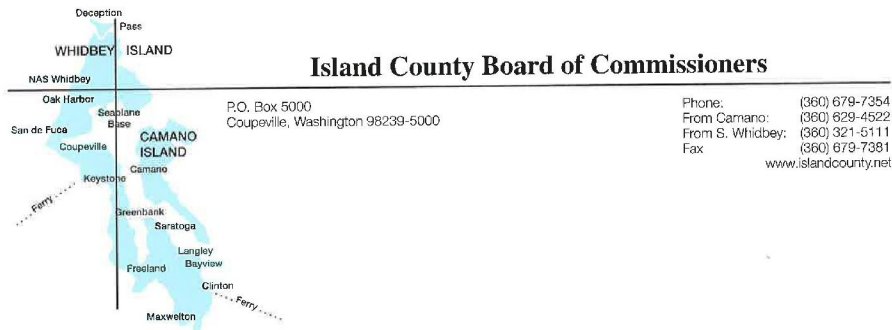
Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

- The overall footprint of the Preferred Alternative remains similar to the



Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.



February 28, 2012

Paul Krueger  
Mukilteo Multimodal Project  
Washington State Ferries  
2901 3<sup>rd</sup> Ave., Suite 500  
Seattle, WA 98121

Dear Mr. Krueger:

**L-002-001**

The Mukilteo Ferry Terminal is a vital portal for Whidbey Island communities. As the busiest route in the statewide system, it also has a great significance to our region. There are many competing needs and no one solution solves them all. Safety, efficiency, and cultural/environmental preservation are three major priorities for this project.

The current location of the dock is unsafe for ferry passengers and local foot traffic. Disabled, children and the elderly pedestrians are at risk crossing the busy intersection on SR525. The walk to the train is too long and bus transit capacity is too limited. Clearly some improvements must be made. The Elliot Point options are the best alternatives.

Fuel prices will increase, ridership will increase, and there is little chance of an increase in future capital funding. Transit support in Island County has already resulted in more walk-on ferry passengers and this trend will continue. The ability for Washington State Ferries to add capacity on this route depends upon encouraging better options than merely transporting additional vehicles. Given the surety of scarce resources going forward, it is important to maximize the multimodal connections in Mukilteo at this time and choose the most cost-effective site. The Elliot Point 2 Alternative best aligns the transportation connections for all now and into the future.

## L-002-001

Thank you for your comments on the Mukilteo Multimodal Project, and for describing why the Island County Board of Commissioners prefers the Elliot Point 2 Alternative. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

Paul Krueger  
February 28, 2012  
Page two

L-002-002

A further consideration is the rich cultural heritage. We applaud the tribal outreach done to date and encourage a continued dialogue as this process moves forward. The Elliot Point 2 Alternative leaves the eastern-most shoreline area undisturbed in construction and available for use by the tribes for historic commemoration and environmental restoration, including the day lighting of the creek to enhance salmon habitat, if desired. Elliot Point #1 includes this environmental enhancement. The deeper water at this location allows for a shorter dock and less overwater coverage. By recognizing and honoring the cultural significance of this land, Washington State Ferries can minimize cultural and environmental impacts while leveraging partnerships with our local tribal leaders.

Your open house presentations and outreach to elected officials is much appreciated. Thank you for considering our comments in your decision making process.

Sincerely,

  
Helen Price Johnson, Commissioner District 1

  
Angie Homola, Commissioner District 2

HPJ/AH/dt

## L-002-002

WSDOT has continued to develop the project elements in recognition of the site's rich cultural heritage. Additional details for the Preferred Alternative are provided in Chapter 2 in the Final EIS. FTA and WSDOT have also developed agreements to resolve impacts to cultural resources, as described in the Final EIS Appendix J.

**WSF Mukilteo Comments**

Page 1 of 1

**From:** icedc@whidbey.net [icedc@whidbey.net] **Sent:** Mon 3/12/2012 1:59 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 3/12/2012 1:59:16 PM

=====My Contact information=====

Name: Ron Nelson  
E-mail: icedc@whidbey.net  
Phone: (360) 678-6889  
Street Address: PO Box 279 - 180 NW Coveland St  
City: Coupeville  
State: WA  
Zip Code: 98239

===== My Question/Comment/Complaint =====

**L-003-001**

The Clinton / Mukilteo ferry is a critical component in Island County's economy. Recruiting large scale businesses to Whidbey Island is impossible due to land use restrictions, resource limitations and transportation limitations. What does work for Island County is commuting. Over 1,000 Island County residents work at Boeing. In fact, 31% of Island County's workforce works in Snohomish County. Another 31% works in King County. That means 62% of the workforce most likely uses the Mukilteo ferry terminal. Updating the terminal to a full multi-modal facility would not only ensure the continued viability of this critical corridor for the county's commuting workforce, but it would upgrade it to encourage use of mass transit to reduce traffic impacts. The Island County Economic Development Council fully supports proposal the Elliot Point 2 plan with the following recommendations:

**L-003-002**

As suggested by the RPTO, we believe an overnight parking garage is essential to enhance transit and reduce congestion and highway LOS impacts during the 2010 – 2040 planning period. As such, we propose that a supplemental EIS be issued to include a "hybrid" of the Elliot Point 2 alternative that would entail the following:

- Reverse (flip) the proposed parking area with the vehicle holding area.
- With the relocation of the parking area, add an overnight parking garage site to accommodate transit users, visitors and employees.
- Remove the proposed employee parking lot on the corner of SR 525 and replace it with a higher and more beneficial use for the local community.

The proposed hybrid alternative provides the best of both of the Elliot Point 1 and 2 Alternatives by maintaining the shortest proximity to the commuter rail station. It also provides commuter rail parking adjacent to transit services, creates room for an overnight parking facility and enhances opportunities for commercial uses and development consistent with the City's Comprehensive Plan. This proposal further addresses the City of Mukilteo's desire to remove the holding area/queuing from SR 525 while maintaining shorter walking distances from the ferry to transit facilities.

=====

=== Browser Type ===  
Browser: Mozilla/5.0 (Windows NT 5.1; rv:10.0.2) Gecko/20100101 Firefox/10.0.2

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20...> 3/21/2012

**L-003-001**

Thank you for your comment reinforcing the importance of the ferry to the Island County economy and for identifying a preference for the Elliot Point 2 Alternative. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative.

**L-003-002**

As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan* (2009), the alternatives are designed to minimize the need for additional vehicles at the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

The design refinements for the Preferred Alternative avoid impacts to Mukilteo Station's existing parking and relocated the proposed employee parking to the transit center. Please see Chapter 2 of the Final EIS for all the information about the Preferred Alternative's design refinements. Figure 3-7 in the Final EIS show the pedestrian pathways and walk distances to the Mukilteo Ferry Terminal between the terminal, Mukilteo Station, Transit Center, and downtown Mukilteo.



7100 Hardeson Road  
Everett, WA 98203-5834  
www.communitytransit.org  
425/348-7100 ph  
425/348-2319 fax

Joyce Eleanor  
Chief Executive Officer

Paul W. Krueger  
WSDOT Ferries Division  
2901 Third Avenue, Suite 500  
Seattle, WA 98121-3014

March 7, 2012

**Re: Mukilteo Multimodal Project – Draft Environmental Impact Statement**

Dear Mr. Krueger:

L-004-001

Community Transit appreciates the opportunity to participate as a cooperating agency in the proposed Mukilteo Multimodal Project and respectfully submits the following comments in response to the Draft Environmental Impact Statement (DEIS).

**General Comments:**

Community Transit applauds the efforts of the Washington State Department of Transportation, Ferries Division (WSF) to improve the Mukilteo Multimodal Terminal. This aging facility has limited transit facilities that not only do not support future service expansion, but more importantly, do not adequately support current service and the associated staging / layover needs of transit operations.

As you may remember Community Transit reduced service in 2010 by approximately fifteen percent. As a result of the recession and slow economic recovery, Community Transit recently (February 20, 2012) implemented another round of service reductions. The net result of those changes is the elimination of one peak-hour route (Route 190) from Mukilteo, the elimination of three trips from Route 417 (Mukilteo-Seattle) and the reduction of frequency on local Route 113 (Mukilteo-Lynnwood) from every twenty minutes to every thirty minutes. In addition, the schedule of Route 113 was also modified to eliminate layover time in Mukilteo and thus the need for those buses to travel into Lighthouse Park.

It is interesting to note that even with these reductions in service Community Transit commuter buses and Everett Transit buses must still utilize the Lighthouse Park for layover / staging / turn-around needs during peak hours or at other times of bus and general traffic congestion.

These current conditions being understood, it is important to note that Community Transit is committed to providing service to the multimodal terminal, but needs the supporting transit improvements to ensure the viability of future transit operations. Community Transit's – Transit Development Plan (2012-2017) identifies SR-525 as a "transit emphasis corridor". This corridor designation indicates that we believe SR-525 makes sense from a long-term transit market development perspective. The south end of the corridor is the designated regional growth center of Lynnwood and the Mukilteo Multimodal Terminal is envisioned as the north anchor of the

**L-004-001**

Thank you for your comments reinforcing Community Transit's commitment to serve the Mukilteo Ferry Terminal, and for providing additional details on current services. The Final EIS and Transportation Discipline Report have been updated to reflect more current information from Community Transit.

**L-004-001** | corridor. Please update your project files to reference Community Transit's 2012-2017 Transit Development Plan (TDP) rather than our 2008-2013 TDP. Please also note that since the reinitiation of your project, Community Transit has also developed a Long Range Transit Plan. Both of these documents can be found on our website at <http://www.commttrans.org/futureplans/>.

**Alternatives:**

**L-004-002** | The three build alternatives presented in the DEIS represent a range of trade-offs, but each would be a significant improvement for the safety of our mutual customers and meet the majority of their needs as well as improve operations for both ferries and transit buses. We appreciate your responsiveness in adjusting the alternative concepts in order to create a better operating environment for transit. Once a preferred alternative is selected we look forward to working with you on a construction phasing plan and the detailed design process.

It is only during that detailed design process that we can establish the necessary confidence regarding issues such as:

- How much linear curb space will actually be available and how many buses can be accommodated within that space?
- The availability of additional layover / staging space.
- Sufficient turning radii for buses to safely operate.
- Sufficient lane widths and curb to curb widths that allow for independent arrival / departure versus the more limited operating environment of first in – first out arrival / departure.
- Sufficient clearance for our “Double Tall” buses (14.5 feet).
- Bus driver access to restroom facilities
- Transit Center customer amenities (shelters, seating, etc...)
- Etc...

However, at this stage of concept development it appears that the Elliot Point 2 Alternative would create the best operating environment for transit. The Elliot Point 1 & 2 Alternatives would also appear to present the least impact to transit operations during construction.

The Elliot Point 2 Alternative appears to have the best potential for:

- separating transit operations from adjacent parking lot and other general purpose vehicle activity
- minimizing delays from left turns in higher volume traffic areas or at signals
- creating a pair of in-lane bus stops on First Street between the traffic signal and the Sounder Station that would limit the walking distance between buses and Sounder and other destinations on the waterfront such as Lighthouse park
- creating layover space (directly south of transit center on the south side of eastbound First Street) that can be efficiently utilized by transit buses
- limiting bus turning movements to areas with less traffic and pedestrian activity
- limiting the walking distance between buses and the ferry passenger building

**L-004-002**

Thank you for identifying the reasons why the Elliot Point alternatives would provide the best operating environment for transit. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. The Preferred Alternative does not include an HOV bypass lane. However, WSDOT has refined the alternative to include some elements of the Elliot Point 1 Alternative. Please see Chapter 2 in the Final EIS for more detail.

WSDOT looks forward to working closely with Community Transit during final design to further maximize the operating efficiencies for the ferry and transit buses.

**L-004-002** | It should be noted that the Elliot Point 1 Alternative has a couple of positive aspects. First there is the potential for creating a priority HOV by-pass lane as noted in section 3.7.1. Community Transit and other local transit agencies have large vanpool programs and strongly support the benefits of vanpools. We are pleased to see any additional incentives for vanpools.

A second positive aspect of Elliot Point 1 Alternative is the potential for creating a northbound bus stop on SR-525 in the vicinity of Third Street. To our knowledge, this is not an aspect that has been discussed as part of this project or included in any documentation. However, we feel it is worth noting as a potential benefit to City of Mukilteo residents and transit customers. Community Transit currently has a southbound bus stop near Third, but does not have any northbound bus stops after passing Goat Trail Road. The next opportunity to disembark is at the Front Street bus stop. The current lack of approval by WSDOT for a northbound bus stop near Third Street is understandable due to the presence of the ferry holding lane. However, WSDOT (and the City of Mukilteo) may be willing to reconsider northbound bus stops if this alternative is selected.

**Specific Comments:**

- |                  |  |
|------------------|--|
| <b>L-004-003</b> | 1. Community Transit comments submitted on July 6, 2011 regarding the Draft Transportation Discipline Report do not appear to be reflected in the Transportation Discipline Report available on the CD mailed out with the DEIS. A spreadsheet with these comments is attached for your reference.   |
| <b>L-004-004</b> | 2. Pg 2-7 (Transit Facilities) – Under the “Existing Site Improvement Alternative” we discussed having paratransit vehicles utilize space on Front Street in front of the ferry terminal rather than at the transit center facility.   |
| <b>L-004-005</b> | 3. Pg 3-9 (Public Transportation Facilities 3.2.4) – There are 4 Community Transit vanpools utilizing the Mukilteo – Clinton ferry, but there are also 33 Island Transit vanpools. Total vanpools should read 37 instead of 4. NOTE: As of the date of this date, King County Metro was unable to confirm if they also had vanpools utilizing the ferry.   |
| <b>L-004-006</b> | 4. Pg 3-24(Elliot Point 1 Alternative and Elliot Point 2 Alternative) – We are pleased to see the inclusion of Transit Signal Priority in each of these alternatives. However, we would request that you reconsider utilizing the TSP during ferry unloading. The absence of this priority could add an additional time penalty for arriving buses under Alternative 1 and an additional time penalty for departing buses under both Alternatives 1 & 2.   |
| <b>L-004-007</b> | 5. Pg 3-28 (Parking Lots) – Placing the ADA compliant parking spaces in the transit center, particularly as angle parking zones, is not a good solution. For that matter, mixing any general parking in the transit center is not a good solution.   |
| <b>L-004-008</b> | 6. Pg 3-32 (Bus Passengers) – It should not be assumed that “Community Transit would provide additional bus service between Edmonds and Mukilteo for people who want to commute from parking areas in Mukilteo to Edmonds if passenger only ferry service was not provided.” NOTE: Customers can currently ride on Community Transit service between these two terminals, but it requires a transfer. Also, Sounder trains currently provide direct peak-hour service between the two terminals. |
|                  | 7. Pg 3-43 (Bus service from Edmonds to Mukilteo) – It should not be assumed that “Community Transit would provide additional bus service between Edmonds and Mukilteo for people who want to commute from parking areas in Mukilteo to Edmonds if   |

**L-004-003**

A number of the comments on the earlier draft used for the cooperating agency Draft EIS were addressed in the Draft EIS, and others were addressed in responses to Community Transit. WSDOT prepared responses and included revisions for the earlier version, and has provided this information to Community Transit. The Final EIS and Transportation Discipline Report have also been updated where appropriate based on new information.

**L-004-004**

Chapter 7 of the Final EIS Transportation Discipline Report (Exhibit 7-1) illustrates the design refinement with the Existing Site Improvements Alternative. A dedicated space for paratransit would be provided directly in front of the passenger building.

**L-004-005**

In January 2011, Island Transit reported 36 vanpools with ferry rideshare permits for the Mukilteo-Clinton Route. The text has been modified to reflect updated vanpool numbers.

**L-004-006**

The decision to implement transit signal priority for intersections at the ferry terminal would be made during the design process. The signal system for the Preferred Alternative and Elliot Point 1 would include a break during the ferry vehicle unloading process to reduce the delay of departing buses for both alternatives and arriving buses for the Preferred Alternative. Under Elliot Point 1, arriving buses would not cross the path of outbound ferry traffic along the First Avenue Extension.

**L-004-007**

Thank you for your comment. The layout and location of parking stalls would be refined as part of the final design process. However, the

L-004-008

passenger only ferry service was not provided.” NOTE: Customers can currently ride on Community Transit service between these two terminals, but it requires a transfer. Also, Sounder trains currently provide direct peak-hour service between the two terminals.

Sincerely,



Scott Ritterbush  
Senior Transportation Planner  
Community Transit

preferred alternative, which is the Elliot Point 2 Alternative, no longer requires general parking at the transit center, and employee parking would instead be in the area.

**L-004-008**

The intent of these sections is to describe how ferry riders could change their travel patterns during construction of the existing Mukilteo Ferry Terminal and how WSDOT could respond to minimize construction impacts. It does not assume that Community Transit would modify services or provide other services. However, the Final EIS refined the mitigation measures specific to the Preferred Alternative, and since a long-term closure of the terminal would not be necessary, shuttles or other transfers would not be needed.



WSF Mukilteo Multimodal Terminal Project  
COMMENT FORM

Document: Transportation Discipline Report Draft - Review

Comments Due: July 8, 2013

Email to: [WarrenR@wsdot.wa.gov](mailto:WarrenR@wsdot.wa.gov)

L-004-009

Page No.	Line No.	Exhibit No.	Comment	Reviewer	Agency	Action Taken by Project Team
2-37		2-33	Please adjust ferry arrival times to show a range (e.g. 5:45 - 5:50 vs. 5:50) and place Route 417 and Route 880 departure times to correspond to that range. The 417 @ 5:18 should correspond with the 5:45-5:50 arriving ferry. The 880 @ 5:46 should correspond with the 5:45-5:50 arriving ferry. The 417 @ 6:18 should correspond with the 6:15-6:20 arriving ferry. The 417 @ 6:48 should correspond with the 6:45-6:50 arriving ferry. The 417 @ 7:18 should correspond with the 7:15-7:20 arriving ferry. The 417 @ 7:48 should correspond with the 7:45-7:50 arriving ferry. Community Transit buses may show a departure time prior to the "scheduled" ferry arrival time, but the ferry usually arrives before the "scheduled" arrival and this allows buses to leave when loaded. On occasions when the ferry arrives as "scheduled" or later, buses will generally wait for customers.	S. Ritterbusch	Community Transit	
2-38		2-34	The arrival times for Routes 417 and 880 are PM arrival times and should be moved down to correspond with PM ferry departure times.	S. Ritterbusch	Community Transit	
2-39	4		Change "safe maximum" to "desirable".	S. Ritterbusch	Community Transit	
2-39	7		Change "of buses" to "on a bus at any one time during the trip" Delete "safe maximum".	S. Ritterbusch	Community Transit	
2-39	8		Change "passengers" to "seats".	S. Ritterbusch	Community Transit	
2-39	13-15		Delete: "Because these routes originate and terminate their service at the ferry terminals, an average passenger load can be calculated from the observed boardings and alightings." This does not appear to be an appropriate application of the "load factor" concept.	S. Ritterbusch	Community Transit	
2-39			In general, the concept of load factors does not seem to be being used in a relevant manner in Section 2.4.4. Using passenger loads at the end or beginning of a bus route that has many other stops along its route is generally not a useful measure for load factors. The relevant load factor of the trip is the point at which the maximum number of people are on the bus divided by one to two times the number of seats on the bus. Community Transit has several types of service and applies different load factors based on the type of service. Swift BRT could range as high as 1.5 to 2, but commuter service should generally not exceed 1.0. For example, when a PM Route 880 trip enters I-5 from the University District or a PM Route 417 trip enters I-5 from downtown Seattle you would see the maximum load factor for the trip. Measuring in the PM at the Mukilteo Ferry does not tell you how many customers stood most of the way on their trip or if some customers were unable to board the bus in Seattle because it was "full" when it reached their boarding location. Section 2.4.4 may be more relevant if it simply focuses on boardings and alightings at the terminal and whether a sufficient number of seats were available for customers when they boarded at the terminal. Section 3.6.4 may also benefit from revisions.	S. Ritterbusch	Community Transit	
2-40		2-36	Based on my previous comments I do not believe this exhibit is that useful or relevant. In particular, evening load factors for Community Transit service are not being used in a relevant manner.	S. Ritterbusch	Community Transit	
2-40	365		I do not believe that the Transit Agencies and Community Transit in particular are the source for boardings, alightings and load factors.	S. Ritterbusch	Community Transit	
2-41	23		Change "hall" to "ramp".	S. Ritterbusch	Community Transit	
3-4	17-19		Change to: "A new transit center would be constructed east of the vehicle holding lanes, with approximately XX feet of linear curb space for buses and passenger boarding."	S. Ritterbusch	Community Transit	
		3-3	Should this exhibit be showing any signalized intersections in addition to SR 529 and First St?	S. Ritterbusch	Community Transit	
3-8	1		Change to: "A transit center with approximately XX feet of linear curb space for buses and passenger boarding."	S. Ritterbusch	Community Transit	
3-8	30		Change to: "A transit center with approximately XX feet of linear curb space for buses and passenger boarding."	S. Ritterbusch	Community Transit	
3-4			Is there a benefit of showing proposed bus stops on First Street to the east of the signalized intersection for the ferry terminal?			
3-27	16		Change: "space for six separate bus bays" to "approximately XX feet of linear curb space for transit buses".	S. Ritterbusch	Community Transit	

Page 1 of 3

L-004-009

Thank you for providing an additional set of Community Transit's previous comments on the administrative review draft of the Draft EIS and the Transportation Technical Report. WSDOT had prepared responses and included revisions for the earlier version, and has since provided this information to Community Transit.

WSF Mukilteo Multimodal Terminal Project  
COMMENT FORM

Document: Transportation Discipline Report-Draft-Review

Comments Due: July 6, 2011  
Email to: [WSPMTR@wsdot.wa.gov](mailto:WSPMTR@wsdot.wa.gov)

L-004-009

Page No.	Line No.	Exhibit No.	Comment	Reviewer	Agency	Action Taken by Project Team
3-38		3-26	Middle circle at the bottom indicates "12" PM peak hour vehicles turning out of transit center / parking lot onto westbound First Street. "12" seems like a low number.	S. Ritterbusch	Community Transit	
3-46	17-18		Some peds walking to and from Mukilteo Station may choose to cross at crosswalk located at Edmonds to this stop.	S. Ritterbusch	Community Transit	
3-47	6		Change "west" to "south"	S. Ritterbusch	Community Transit	
3-47	6-7		Locating bus stops on First Street just east of the signalized intersection for the ferry terminal would further benefit Sounder customers and limit the number of pad crossings in the morning on First Street between the bus area and the Sounder Station.	S. Ritterbusch	Community Transit	
3-57	31-32		This sentence seems contrary to the sentence in lines 18-21. Should "Mukilteo ferry terminal" on line 31 be changed to "Mukilteo Station"?	S. Ritterbusch	Community Transit	
3-58	2		"Ellet Point 2 would separate..."	S. Ritterbusch	Community Transit	
3-61		3-48	Please confirm if transit travel times for Ellet Point 1 & 2 assume service to additional bus stops on King Street between 68-725 and the bus area.	S. Ritterbusch	Community Transit	
3-61	22		If recall correctly, paratransit service would use parking spaces on Front Street near the ferry terminal and not the new bus area.	S. Ritterbusch	Community Transit	
3-61	23		Change "six bus bays" to "approximately XX feet of linear curb space for up to six buses"	S. Ritterbusch	Community Transit	
3-62	4		Change "space for approximately four buses" to "approximately XX feet of linear curb space for up to three buses"	S. Ritterbusch	Community Transit	
3-62	16-17		Layover space is referenced in line 4 above. Layover references should agree on available space.	S. Ritterbusch	Community Transit	
3-62	20		Change "six bus bays" to "approximately XX feet of linear curb space for up to six buses"	S. Ritterbusch	Community Transit	
3-62	32		Should "west driveway" actually read "east driveway"?	S. Ritterbusch	Community Transit	
3-62	33		Should "west driveway" actually read "east driveway"?	S. Ritterbusch	Community Transit	
3-62	37		Please change "layover could be" to "layover could possibly be". It is questionable whether there is sufficient width for creating layover space for buses by simply eliminating planting strips.	S. Ritterbusch	Community Transit	
3-63	9		Change "layover for approximately six buses could" to "layover could possibly..."	S. Ritterbusch	Community Transit	
3-63	13		Change "six bus bays" to "approximately XX feet of linear curb space for up to six buses"	S. Ritterbusch	Community Transit	
3-63	18		Change "...near Park Avenue" to "east of signalized intersection for the ferry terminal".... Bus stops east of the signal could maintain pad connectivity to the waterfront, Lighthouse Park, and Sounder as well as eliminate delays to traffic unloading from the ferry.	S. Ritterbusch	Community Transit	
3-63	21		It should be noted that bus stops on First Street east of signalized intersection for the ferry terminal could improve connections to Sounder.	S. Ritterbusch	Community Transit	
3-63	22		Add "and may be of limited use where separate bus stops are located"	S. Ritterbusch	Community Transit	
3-64	3		Add "However, potential bus stops on First Street between the signalized intersection for the ferry terminal and the Sounder platform would minimize the walking distance between the bus and the train and make this a more desirable choice of travel than the S.O.V. / parking and train option. In turn, this may help alleviate the demand for S.O.V. parking spaces on the waterfront."	S. Ritterbusch	Community Transit	
3-64	22-23		Some of CT buses already are running at 20 minute headways. This last sentence should probably be rephrased to generally say: "This could improve the frequency of buses and reduce wait time between buses".	S. Ritterbusch	Community Transit	
3-66	22-36		Overall comments for Section 3.6.4 also apply to Section 3.6.4.	S. Ritterbusch	Community Transit	
3-66		3-49	Route 437 ridership in 2040 is less than 2030. This does not seem accurate.	S. Ritterbusch	Community Transit	
6-4	22		Eliminate "from Mukilteo to Edmonds". It should not be assumed that CT would be able to regulate service from Mukilteo to Edmonds. Routes originating in Mukilteo also board customers at other significant locations as they travel south from Mukilteo. They would not be able to be simply rerouted to Edmonds.	S. Ritterbusch	Community Transit	
6-5			Section 6.3 should be adjusted to note that "under Ellet Point 2, bus stops could be placed between the signalized intersection for the ferry terminal and the Sounder station. These bus stops could be staffed by all bus trips, including those during the afternoon peak times. These bus stops could maintain pedestrian connectivity to the waterfront and the Lighthouse Park as well as enhance connectivity to the Sounder station."	S. Ritterbusch	Community Transit	

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WSF Mukilteo Multimodal Terminal Project  
COMMENT FORM

Document: Transportation Discipline Report-Draft-Review

Comments Due: July 9, 2011

Email to: YHment@wsdot.wa.gov

Page No.	Line No.	Exhibit No.	Comment	Reviewer	Agency	Action Taken by Project Team



March 6, 2012

Washington State Ferries  
Attn: Paul Krueger  
2901 3<sup>rd</sup> Avenue, Suite 500  
Seattle, WA 98121

**RE: City of Mukilteo Comments on DEIS Alternatives for the Mukilteo Multimodal Project**

Dear WSF and FTA:

L-005-001

The Mukilteo City Council has reviewed and approved this comment letter to represent a majority agreement by the Mayor and the City Council on this important decision related to the Mukilteo Multimodal Project approved on March 5, 2012.

The existing Mukilteo Ferry Terminal has not had any major improvements since the 1954. The Mukilteo Clinton run carries the highest number of vehicles per year. The 1972 Washington State Highway Commission Advanced Planning Study indicated more than 40 years ago that "the existing ferry terminal is unsuitable for expansion and the ultimate solution is relocation of the terminal..." "Expansion of the existing terminal would perpetuate traffic congestion problems and not satisfy...the terminal removal from the Mukilteo commercial area."

The City of Mukilteo has the following comments on the four (4) alternatives evaluated in the Draft Environmental Impact Statement. See Attachment A & B. These are based upon the 14 Key Objectives the City Council adopted in July, 2011.

We support **Elliot Point 1 as the preferred alternative** for the final environmental impact statement (FEIS).

We all recognize that transportation facilities create many impacts to the marine environment, use of the waters and also upland communities, but because they fall under the designation of essential public facilities in our regulatory environment, it will take all of our concerted efforts to propose a state of the art facility that addresses and minimizes these impacts.

**L-005-001**

WSDOT and FTA recognize the City's preference for the Elliot Point 1 Alternative, and appreciate the City's identification of 14 objectives that helped identify your preference. WSDOT and FTA also recognize the challenges in providing an essential public facility in a shoreline area, and appreciate the partnership of the City in the development of the project to date.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. WSDOT believes the alternative satisfies many of the City's objectives, including the ability to improve safety and security, reduce ferry queues, and minimize impacts to cultural resources. Please see Chapter 2 of the Final EIS for information about the design refinements.

L-005-001

The timing is critical to capture this one-time opportunity provided by the Tank Farm Transfer. Relocation of the ferry terminal allows for optimization of ferry operations; allowing for the incorporation of transportation demand management as needed over time; and security of the site when needed; reducing ferry queues and traffic back-ups on SR 525; and minimizing impacts to cultural resources, as these are critical factors to judge the alternatives. Neither the No-build nor the Existing Site Improvement alternatives meet these requirements.

L-005-002

There are a number of issues that are important to our community and we want to make sure these are addressed, as the project design moves forward:

1. Providing waterfront access that is connected for pedestrians
2. Easing traffic congestion at Front Street and SR 525, reducing ferry hold queues and local traffic back-ups on SR 525 (eliminating the need for WSP assistance during peak periods). Only EP 1 & 2 reduce these impacts to our community.
3. Adding additional park and open space, and supporting the Native American and Japanese historic uses.
4. Daylighting Japanese Gulch and the removal of the Tank Farm pier
5. Improving vehicle and pedestrian safety by separating ferry vehicles from pedestrian and bicycle loading and off-loading
6. Ensure relocation of the Arts Building activities to a new location within Mukilteo.

This is not the time for indecision. We urge the State and WSDOT to move forward.

L-005-003

We would like to recognize the efforts of WSF, FTA and tribal staff as well as Tribal Councils for working through these alternatives in order to retain this important transportation link.

Thank you for this opportunity to provide input on the Draft Environmental Impact Statement.

Sincerely,



Mayor Joe Marinic  
City of Mukilteo  
[mayor@ci.mukilteo.wa.us](mailto:mayor@ci.mukilteo.wa.us)  
(425) 263-8017

Attachments A & B

Cc: Mukilteo City Council  
Tank Farm Consortium  
NSN Tribes  
Correspondence File

## L-005-002

The Preferred Alternative addresses many of these issues. The alternative now provides a continuous pedestrian walkway along the shoreline; it eases traffic along SR 525 during busy times by providing more storage in holding lanes; it provides overhead loading for pedestrians and bicycles, thus removing conflicts with vehicles; and it removes the Tank Farm Pier. The Preferred Alternative also will incorporate design features to reflect the site's cultural and historic significance to Native American tribes.

At this time, the Preferred Alternative does not include daylighting Japanese Creek nor does it propose developing additional park and open space. However, it does not preclude these elements by others, since it minimizes the footprint both within the Mukilteo Tank Farm property as well as within the area occupied by the existing terminal.

The Mongrain Building at Park Avenue and First Street, which houses glass blowing studios and other businesses, would be acquired for the First Street extension and the uses would be displaced. Real estate activities, including negotiations with property owners and relocation activities, typically occur following the Final EIS and Record of Decision. At this time, a specific site for relocating the businesses has not been identified, but compensation and relocation assistance would be provided in compliance with applicable state and federal regulations as discussed in section 4.2.7 of the Final EIS. If the involved parties need to be relocated, WSDOT would seek to identify a suitable replacement property within Mukilteo if one is available.

## L-005-003

Thank you for your recognition of the collaborative effort on the project.

Attachment A

No Build Alternative:

L-005-004

**1 NB) This is a deficient alternative** related to WSF Criteria and the City's 14 Key Objectives. It only fixes and does structural improvements on a deficient facility.

**2 NB) Divides Mukilteo's waterfront in half** and thus does not meet the 2011 Comprehensive Plan

**3 NB) Traffic & Waiting is not improved.** There will continue to be 40-minute traffic interruptions continue on SR 525 & Front Street each hour due to loading and unloading operations causing a two-20 minute halts in traffic.

**4 NB)** Operating costs remain higher with the need for Washington State Patrol assistance to cone off additional ferry holding areas during peak periods, causing local traffic and adjacent property owner disruptions and safety issues due to the use of a center turn lane.

**5NB) Buzz Inn has been removed** impacting property tax and sales tax revenues

**6 NB) Continues ferry employee parking in Lighthouse Park** limiting expansion.

**7 NB) Cultural resources will be impacted** as this is the area where they are closest to the surface.

**8 NB) No separated overhead loading** can be provided for bicycles and pedestrians to improve loading and unloading of operations, because there is not enough room to install it at this existing site. Thus the pedestrian and bike conflicts will continue to be present at the intersection of Front Street and SR 525.

**9 NB) Ferry operations can not be improved** due to there is no ability to implement Transportation Demand Management (TDM) or separation of modes.

**10 NB) Multimodal benefits will not be realized.**

**11 NB) Poor soils creates vulnerability and continued closures and operating disruptions** – this is one of the worst sites for the ferry

**12 NB) Does not address the nearshore environmental and prop-wash erosive impacts** that plague the existing terminal location.

**13 NB) Leaves the deteriorating Tank Farm Pier in place** and does not provide redevelopment of the 18 acre Tank Farm property.

**14 NB) Does not improve UNA fishing access.**

**15NB) Homeland Security can not be met by this alternative.**

**L-005-004**

Thank you for taking the time to express your reasons for not preferring the No-Build Alternative. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

L-005-005

Attachment A

**Mukilteo Existing (Expanded) Site Improvements Alternative:**

**ExI 1: The Multimodal Facility Goal is Not Accomplished**, as well as this alternative does not meet the WSF operating criteria nor the City's fourteen (14) key objectives. The existing (expanded) terminal alternative only has minor improvements at the highest cost, and does not reduce distances or increase efficiency between mode changes. For these reasons the existing site improvement option **should not be selected as the preferred alternative.**

**ExI 2: Loss of Buzz Inn, Ivars and 5 businesses in the Art Building** removes more than five (5) businesses and a signature restaurant revenue sources that generates needed sales tax and property tax to offset public safety costs. The burden of continued ferry holding south along SR 525 throughout the year and the removal of taxes to help offset these costs is a double negative for this alternative.

**ExI 3: Impact or Front Street being one-way to Silver Cloud and NOAA**

The additional site improvements takes over local streets – east Front Street and Park Avenue - for exclusive use by the ferries and transit operators and demolishes Ivar's waterfront restaurant in order to wedge expanded ferry operations onto this limited site. The Existing Site Improvement Option virtually destroys our downtown.

This leaves the Silver Cloud Inn and NOAA research facility with limited one-way and inadequate access, as well as, inadequate on-street parking for these uses. It also cuts the downtown in half to even a greater degree than the No Build Alternative.

**ExI 4: Need to locate loading to the restaurant property so that only off loading affects the Front and SR 525 intersection.**

**ExI 5: Does Not improve traffic or waiting.**

**ExI 6: Divides Mukilteo's waterfront in half** and thus does not meet the 2011 Comprehensive Plan

**ExI 7: Impacts 4f recreational resource of POE Fishing Pier and Day-moorage**, with no replacement identified.

**ExI 8: Cultural/Archeological resources have a high damage potential at this site**, as they are within 6 – 12 inches of current day paving – this alternative will expand damage to the resource. New intersection improvements for SR 525 and Front Street were not fully completed because cultural resources limited the improvements at the present site. Neither of these options avoids impacts to Section 106 Cultural Resources.

**ExI 9: Unstable soils – Is glacial till available to true pilings and if so what is the depth?**

**ExI 10: Nearshore shelf is very narrow** making it more expensive to build and retain a critical transportation facility at this location.

**ExI 11: Prop wash and sand migration will continue** even with an extended trestle, due to sandy soils and littoral drift.

**L-005-005**

Your comments about the Existing Site Improvements Alternative are noted. Thank you for sharing your assessment of this alternative in light of the City's goals and desires. These comments helped inform WSDOT's Preferred Alternative decision.

**L-005-005**

**ExI 12: How will climate change be addressed** at this location without altering access to SR 525 from the west and east? Does that make this alternative a short-term fix vs EP 1 & 2 where climate change impacts are being addressed?

**ExI 13: Provides potential to improve shoreline access and UNA fishing rights.**

**ExI 14: Homeland Security can not be met by this alternative.**



L-005-006

#### Attachment A

##### Elliot Point 1 Alternative:

This option provides the best layout to accommodate the new slip(s), avoid impacts to eelgrass and avoid or limit impacts to cultural resources. Elliot Point 1 is sited in the best location to avoid cultural resources and to maximize reuse of the Tank Farm site. Sound Transit under ST2 would be able to build their proposed parking garage over the at-grade parking lot west of the ferry loading slip and also allows for daylighting of Japanese Gulch. WSF during the review of options has indicated they will be responsible for the removal of the Tank Farm pier. This meets the overall intent of limiting and mitigating environmental impacts and reduces the current impact to Usual and Accustom (U&A) fishing and harvesting rights. The distance from the shoreline of Option 1 is preferable based upon the experience with prop-wash. Elliot Point 1 provides access to Edgewater Beach with the proposed modification. meets WSF's goals of crossing times, operations, and security.

**EP 1-1: Least disturbance of Cultural Resources.** (City's Key Objectives #1).

**EP 1-2: Creates the greatest connectivity for public access to the waterfront** – From Lighthouse Park to the Tank 5, incorporating NOAA. (City's Key Objectives # 2 & 13).

**EP 1-3: Loss of the Art Building** removes more than five (5) businesses. This important anchor of arts activity needs to be relocated in Mukilteo.

**EP 1-4: Retains a central Mixed-Use Commercial area with recreation, historic and cultural nodes of activity** on either side. Transportation function adjacent to rail transfer facility and allows for public access at the eastern end with EP1 Modification. (City's Key Objective #10).

**EP 1-5: Completes access to POE Mount Baker Transfer Facility, as well as to Edgewater Beach.** (City's Key Objective # 8).

**EP 1-6: Accommodates Sound Transit Sounder Station & ST2 Parking Garage.** Pedestrian-Bike bridge from Old Town to ST2 Parking garage and onto the Ferry Terminal, even if overhead walkways for WSF are done in phases. (City's Key Objective # 5, 6 & 13).

**EP 1-7: Meets WSF operations criteria and significant improvement to limiting ferry back-ups** on SR 525. (City's Key Objective # 3).

**EP 1-8: Creates a Multimodal Facility with passage and vehicle separation.** (City's Key Objective # 9).

**EP 1-9: Allows for expansion of NOAA and opportunity to create a cultural park.** (City's Key Objectives # 4).

#### L-005-006

Your comments in support of the Elliot Point 1 Alternative are acknowledged. Thank you for providing the rationale behind this choice. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

**L-005-006**

**EP 1-10: Enhancing Environments in the Shoreline** – nearshore, day-lights Japanese Gulch stream, removes Tank Farm Pier (3,000+ creosote pilings and \_\_\_\_\_ ft of creosote pier decking, reduces impact of rip rap at eastern end of Tank Farm. (City's Key Objective # 7).

**EP 1-11: Retains central portion of Tank Farm in open space as a Cultural Park** with recognition of 1855 Point Elliott Treaty Signing and Use by indigenous Native Americans. (City's Key Objective # 11).

**EP 1-12: Retains potential for boat launch relocation.** (City's Key Objective # 12)

**EP 1-13: Allows for redevelopment of Lighthouse Park Phases 3 & 4.** (City's Key Objective 13).

**EP 1-14: Homeland Security can be met by this alternative.**

Attachment A

Elliot Point 2 Alternative:

L-005-007

**EP 2-1: Is the least costly at \$100 million, except for the No-Build alternative.** This alternative may also need to include relocating employee parking to coordinate with the ST parking garage and also daylighting of Japanese Gulch.

**EP 2-2: Meets WSF operations criteria, but only minor improvement to limiting ferry queuing and local traffic back-ups on SR 525.** (City's Key Objective # 3).

**EP 2-3: Loss of the Art Building** removes more than five (5) businesses. This important anchor of arts activity needs to be relocated in Mukilteo.

**EP 2-4: Creates a Multimodal Facility with passage and vehicle separation.** This is the most efficient alternative for multimodal connections. (City's Key Objective # 9).

**EP 2-5: Accommodates Sound Transit Sounder Station & ST2 Parking Garage.** Allows for pedestrian-bike bridge to connect Old Town to the ST2 parking garage and onto the Ferry Terminal, even if overhead walkways for WSF are done in phases. (City's Key Objective # 5, 6 & 13).

**EP 2-6: Has the most disturbance to Cultural Resources.** (Does not meet City's Key Objectives #1).

**EP 2-7: Retains a central Mixed-Use Commercial area with Ivars Restaurant and allows redevelopment of the holding area and improved Fishing pier and day moorage access and a connection to NOAA.** (Partially complies with City's Key Objective #10).

**EP 2-8: Waterfront connectivity is split into two areas, but allows for Lighthouse Park to be completed.** (Meets City's Key Objectives # 13, but not #12). However, the public access created at the eastern end has no funding. (Partially complies with City's Key Objective #10).

**EP 2-9: Does not complete access to POE Mount Baker Transfer Facility or Edgewater Beach.** (Does not meet City's Key Objective # 8).

**EP 2-10: Allows for re-development, but not expansion of NOAA.** (Partially complies with City's Key Objectives # 4).

**EP 2-11: Enhancing Environments in the Shoreline** – removes Tank Farm Pier (3,000+ creosote pilings and 138,200 l.ft of creosote pier decking. Does not daylight Japanese Creek or address the eastern end of the Tank Farm rip rap. (Partially complies with City's Key Objective # 7).

**L-005-007**

Thank you for your assessment of the ability of the Elliot Point 2 Alternative to meet the City's planning objectives. Through work with the City, other partners and interested parties, WSDOT identified several design refinements to Elliot Point 2 to create the Preferred Alternative. WSDOT has also conducted additional planning and coordination with the City to advance a coordinated program for developing the Preferred Alternative in a way that complements the City's objectives, its plans and projects in and around the Mukilteo Tank Farm.

These include providing additional capacity to help reduce queuing in SR 525, providing a design that would not conflict with the City and Sound Transit objectives for parking and other commuter rail station improvements, and keeping a smaller footprint which would still leave areas that could be used for the potential boat launch relocation by the City. The First Avenue extension is also completed up to the Mount Baker Access Road, which would allow the Port to complete the remaining public access required to open the Mount Baker Terminal shoreline access area. It is correct that this alternative does not daylight Japanese Creek, but it does still allow that objective to be accomplished by others.

Upon further study and coordination, WSDOT also found that the fishing pier and day moorage facility would need to be closed and reconstructed when the existing terminal is removed. To avoid impacting users, the pier and moorage would be relocated to near where the Mukilteo Tank Farm Pier is now located. The Final EIS section 4.12, Ecosystems, also provides additional details about the other related natural resource mitigation and enhancement measures being provided by the project, including measures developed through Endangered Species Act compliance consultations.

The Mongrain Building at Park Avenue and First Street, which houses

L-005-007

EP 2-12: Retains potential for boat launch relocation is unclear with this option.  
(City's Key Objective # 12 may or may not be feasible)

EP 2-13: Homeland Security can be met by this alternative.

glass blowing studios and other businesses, would be acquired for the First Street extension and the uses would be displaced. Real estate activities, including negotiations with property owners and relocation activities, typically occur following the Final EIS and Record of Decision. At this time, a specific site for relocating the businesses has not been identified, but compensation and relocation assistance would be provided in compliance with applicable state and federal regulations as discussed in section 4.2.7 of the Final EIS. If the involved parties need to be relocated, WSDOT would seek to identify a suitable replacement property within Mukilteo if one is available.

The Preferred Alternative was also modified to minimize and largely avoid impacts to cultural resources, which are now similar or less than the impacts anticipated with the other alternatives. The Section 106 process has also provided further definition of the measures required to resolve remaining adverse effects.

L-005-008

Attachment B

Key Waterfront Objective	No-build	Existing Site Improvements	EP Option 1	EP Option 2
1. Cultural Resources Protection and least disturbance/impact	Some impact	High Impact	Least Impact	Greatest Impact
2. Reclaiming public access to the waterfront	None	Negative Impact Removes Access	Most Connected	Separated Access
3. State Ferry Terminal Relocation (Improved Function)	Marginal Improvement	Low Improvement	Highest Improvement	Moderate Improvement
4. Building new NOAA Mukilteo Biological Station facilities	Traffic Problems	Traffic Problems	Allows + expansion	Allows, no expansion
5. Completing ST Commuter Rail Platform	No Support	Minor Support	Supportive	High Support
6. Building a Parking Structure	No Support	No Support	Supportive	Supportive
7. Enhancing the Environment	No change	Slight Improvement	High Improvement	Moderate Improvement
8. Complete access to the Port of Everett Mount Baker Transfer Facility	No Support	No Support	High Support	Moderate Support
9. Creating a Multimodal/Intermodal Station	No	Slight Improvement	Supportive	Highest Support
10. Redeveloping waterfront into a mixed-use pedestrian-oriented commercial area	Splits WF	Negative - Increases Split in WF	Highest Support	Moderate Support
11. Providing 20% in Open Space	No	No - decreases	Highest	High
12. Relocating the boat launch	No	No	High Potential	Moderate Potential
13. Lighthouse Park Phases 3 & 4 Redevelopment	Traffic & Parking Neg.	Negative decreases destination	Supportive	Supportive
14. Building a pedestrian bridge	No	No	Supportive	High Support

L-005-008

The City of Mukilteo's ranking of the project's alternatives with respect to the City Council's 14 key objectives is noted.



## PLANNING AND COMMUNITY DEVELOPMENT

Allan Giffen  
Director

March 12, 2012

Mr. Paul Kruger, Project Environmental Manager  
999 Third Avenue, Suite 2424  
Mail Stop: NB 82-230  
Seattle, WA 98104

RE: City of Everett Comments on DEIS for the Mukilteo Multimodal Project

Dear Mr. Krueger,

**L-006-001** Thank you for the opportunity to comment on the Draft EIS for the Mukilteo Multimodal Project. The City also would like to thank you for your proposed design changes in response to Everett's concerns about this project's possible impacts to public access improvements at the Port of Everett rail/barge facility addressed in shoreline permit (SMA #04-005).

In the Draft EIS Appendix I, Figure I-2 the Potential Conceptual Design Detail of a Modified Elliot Point 1 addresses the City of Everett's public access concerns providing appropriate public access to Edgewater Beach. This plan provides a redesigned parking area and direct access to the shoreline, shows a completed roadway to the shoreline access area, with sidewalk and includes a shoreline promenade from the ferry pier to the east to the public access/parking area within the City of Everett. With the implementation of this plan (Modified Elliot Point 1) the City of Everett is satisfied that these improvements, when completed, will restore the long established public access to Edgewater Beach located within the City of Everett.

The City supports the City of Mukilteo in their efforts to enhance public access to the shoreline and would encourage continuous shoreline access from Edgewater

### L-006-001

Thank you for your comments regarding modified Elliot Point 1 Alternative. While this modification would have included a number of elements consistent with the goals of the Shoreline Management Plans for Mukilteo and Everett, including daylighting Japanese Creek, WSDOT ultimately identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Preferred Alternative includes the First Avenue extension up to the Mount Baker Access Road, which would allow the Port to complete the remaining public access required to open the Mount Baker Terminal shoreline access area.

**L-006-001** Beach to Lighthouse Park. The City also supports your efforts to daylight Japanese Creek. This will be a great visual amenity to the ferry terminal and provide a long term benefit to resident fish populations.

Thank you again for the opportunity to comment on the Mukilteo Multimodal Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Allan Giffen", with a stylized flourish at the end.

Allan Giffen, Director  
Planning and Community Development

cc: Pat McClain, Executive Director Government Affairs  
Dave Koenig, Long Range Planning Manager  
Gerry Ervine, Land Use Manager  
Heather McCartney, City of Mukilteo  
John Klekotka, Port of Everett



**SKAGIT/ISLAND REGIONAL  
TRANSPORTATION PLANNING ORGANIZATION**



P.O. Box 5000  
Coupeville, Wa 98239-5000

March 12, 2012

Washington State Ferries  
Attn: Paul Krueger  
2901 3<sup>rd</sup> Avenue, Suite 500  
Seattle, WA 98121

Dear Mr. Krueger,

**L-007-001**

We want to thank you and your team for all your work in developing a Draft EIS for the Mukilteo Multimodal Project. We are encouraged to see the project moving forward. As you are aware, Whidbey Island depends on the ferry system and state highways for movement and access of people and goods. The Clinton-Mukilteo route makes it feasible for hundreds of residents to reach services and jobs in Mukilteo, Everett and throughout Puget Sound on a daily basis and is vital for attracting tourists and supporting the local economy.

A subcommittee of the Island sub-Region RTPO Policy Board reviewed in detail the proposed remaining four alternatives in the Draft EIS. Due to scheduling constraints the voting members of the Board were not able to meet and formally take action on the letter; therefore, members were given the option to sign as individuals below. The letter is on the agenda for the next Policy Board meeting in April.

At this time we would like to take the opportunity to offer the following comments:

1. We believe an overnight parking garage is essential to enhance transit and reduce congestion and highway LOS impacts during the 2010 – 2040 planning period. As such, we propose that a supplemental EIS be issued to include a "hybrid" of the Elliot Point 2 alternative that would entail the following:

- Reverse (flip) the proposed parking area with the vehicle holding area.
- With the relocation of the parking area, add an overnight parking garage site to accommodate transit users, visitors and employees.
- Remove the proposed employee parking lot on the corner of SR 525 and replace it with a higher and more beneficial use for the local community.

The proposed hybrid alternative provides the best of both of the Elliot Point 1 and 2 Alternatives by maintaining the shortest proximity to the commuter rail station. It also provides commuter rail parking adjacent to transit services, creates room for an overnight parking facility and enhances opportunities for commercial uses and development consistent with the City's Comprehensive Plan. This proposal further addresses the City of Mukilteo's desire to remove the holding area/queuing from SR 525 while maintaining shorter walking distances from the ferry to transit facilities.

**L-007-002**

2. According to Section 3 of the DEIS Transportation Discipline Report, between 2010 and 2040, PM Peak Period ridership totals are expected to increase by approximately 60% for travel in both

MMM Project Comment Letter

Page 1 of 2

**L-007-001**

Thank you for your comments. As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan* (2009), the alternatives are designed to minimize the need for additional vehicles at the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

The design refinements for the Preferred Alternative avoid impacts to Mukilteo Station's existing parking and relocate the proposed employee parking to the transit center. Please see Chapter 2 of the Final EIS for information about the Preferred Alternative's design refinements. Figure 3-7 in the Final EIS shows the pedestrian pathways and walk distances to the Mukilteo Ferry Terminal between the terminal, Mukilteo Station, Transit Center, and downtown Mukilteo.

**L-007-002**

As noted in the response above, a parking structure for vehicles to park overnight is not a component of this project and the purpose and need is not focused on accommodating higher numbers of vehicles driving to the ferry. The Preferred Alternative would result in additional parking spaces for general purpose parking, which would be under the control of the City of Mukilteo. Potentially, the City could allow them to be used for overnight parking. The City is also working with Sound Transit to identify a location for expanded parking for the commuter rail station.



- L-007-002** | directions. We are encouraged to note an increase in walk-on passengers, yet are concerned adequate overnight parking is not addressed despite the growth in vehicle and passenger volumes. Regardless of the alternative chosen, we strongly encourage WSF to provide for overnight parking, with the addition of a parking structure, as part of the final design. At a minimum, an area should be included.
- L-007-003** | 3. The Draft EIS appears to adequately address the economic, land use and transportation impacts on the Mukilteo side, but there appears to be little or no acknowledgement of the economic and transportation impacts on the Clinton side of the project. Although the DEIS provides information on the existing conditions, under NEPA cumulative impacts/effects should be considered. By omitting an overnight parking facility in Mukilteo we question whether the intent of NEPA was met.
- L-007-004** | 4. We encourage you to include overhead loading in Mukilteo as well as Clinton as part of the final alternative chosen. As pointed out in the DEIS, we heartedly agree overhead loading will increase loading time efficiencies, and more importantly, improve safety.
- L-007-005** | 5. Finally, as the Clinton Ferry Terminal already has a second slip, the final design should include the flexibility to add a second slip in the future at the Mukilteo ferry terminal.
- L-007-006** | We applaud WSDOT Ferries for its ongoing efforts to obtain public input and to develop a multimodal facility that will meet the needs of the local communities and residents of Washington. Thank you for the opportunity to comment on this important proposal.

Sincerely,


  
Kelly Emerson, Chair  
Island County Commissioner

*See attached signature page*  
Curt Gordon, Vice Chair  
Commissioner, So. Whidbey Port District

*See attached signature page*  
Larry Kwarsick  
Mayor, City of Langley

  
Councilman Bob Clay  
Public Transit Benefit Authority

  
Mayor Nancy Conard  
Town of Coupeville

  
Angie Homola  
Island County Commissioner

  
Helen Price Johnson  
Island County Commissioner

*See attached signature page*  
Mayor Scott Dudley  
City of Oak Harbor

### L-007-003

The project is designed to accommodate increased levels of travel demand on the Mukilteo-Clinton ferry route through improved multimodal connections for the Mukilteo terminal rather than promoting the increased use of vehicles. In terms of vehicle demand or usage, there would be no differences among the build and No-Build alternatives. WSDOT and FTA did not find that the build alternatives would create additional direct, indirect, or cumulative impacts related to economics or transportation at Clinton or Whidbey Island compared to the No-Build conditions. As described in the response to L-007-001, limited overnight parking is available today and the build alternatives do not propose additional parking supply for overnight use. However, the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

WSDOT believes that the Preferred Alternative would best satisfy the project's purpose and need while minimizing environmental effects. Each of the impact sections of the Final EIS (Chapter 3, Transportation and Chapter 4, Environmental Impacts) includes specific discussions of cumulative effects, consistent with NEPA requirements.

### L-007-004

Overhead loading is a component of the Preferred Alternative. The Mukilteo Multimodal Project does not include improvements to the Clinton ferry terminal, so overhead loading will not be added to that terminal as part of this project. However, the WSDOT Ferries Division *Final Long-Range Plan* (2009) identifies overhead loading at the Clinton terminal as a future improvement.

### L-007-005

The Preferred Alternative's design can accommodate a second slip should WSDOT decide to build one in the future.

**L-007-006**

Thank you for your comments and interest in the proposed project.

directions. We are encouraged to note an increase in walk-on passengers, yet are concerned adequate overnight parking is not addressed despite the growth in vehicle and passenger volumes. Regardless of the alternative chosen, we strongly encourage WSF to provide for overnight parking, with the addition of a parking structure, as part of the final design. At a minimum, an area should be included.

3. The Draft EIS appears to adequately address the economic, land use and transportation impacts on the Mukilteo side, but there appears to be little or no acknowledgement of the economic and transportation impacts on the Clinton side of the project. Although the DEIS provides information on the existing conditions, under NEPA cumulative impacts/effects should be considered. By omitting an overnight parking facility in Mukilteo we question whether the intent of NEPA was met.

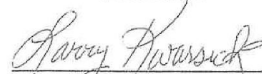
4. We encourage you to include overhead loading in Mukilteo as well as Clinton as part of the final alternative chosen. As pointed out in the DEIS, we heartedly agree overhead loading will increase loading time efficiencies, and more importantly, improve safety.

5. Finally, as the Clinton Ferry Terminal already has a second slip, the final design should include the flexibility to add a second slip in the future at the Mukilteo ferry terminal.

We applaud WSDOT Ferries for its ongoing efforts to obtain public input and to develop a multimodal facility that will meet the needs of the local communities and residents of Washington. Thank you for the opportunity to comment on this important proposal.

Sincerely,

\_\_\_\_\_  
Kelly Emerson, Chair  
Island County Commissioner

  
Larry Kwasick  
Mayor, City of Langley

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Mayor Nancy Conard  
Town of Coupeville

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Helen Price Johnson  
Island County Commissioner

  
Curt Gordon, Vice Chair  
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Councilman Bob Clay  
Public Transit Benefit Authority

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Angie Homola  
Island County Commissioner

\_\_\_\_\_  
Mayor Scott Dudley  
City of Oak Harbor

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Sincerely,

Kelly Emerson, Chair  
Island County Commissioner



Larry Kwarsick  
Mayor, City of Langley

Curt Gordon, Vice Chair  
Commissioner, So. Whidbey Port District

Councilman Bob Clay  
Public Transit Benefit Authority

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Angie Homola  
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We applaud WSDOT Ferries for its ongoing efforts to obtain public input and to develop a multimodal facility that will meet the needs of the local communities and residents of Washington. Thank you for the opportunity to comment on this important proposal.

Sincerely,

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Kelly Emerson, Chair  
Island County Commissioner

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Curt Gordon, Vice Chair  
Commissioner, So. Whidbey Port District

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Larry Kwarsick  
Mayor, City of Langley

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Public Transit Benefit Authority

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Angie Homola  
Island County Commissioner

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Helen Price Johnson  
Island County Commissioner

\_\_\_\_\_  
  
Mayor Scott Dudley  
City of Oak Harbor



1804 Scott Road, Ste 101 • P.O. Box 872  
Freeland, WA 98249

Phone: 360-331-5494 Fax: 360-331-5414  
www.portofsouthwhidbey.com

Washington State Ferries  
Attention: Mr. Paul Krueger  
2901 – 3<sup>rd</sup> Avenue, Suite 500  
Seattle, WA 98121

March 12, 2012

Subject: Comments on Draft EIS from Port of South Whidbey Board of Commissioners  
Mukilteo Multimodal Terminal

Dear Mr. Krueger,

**L-008-001** The Board of Commissioners of the Port District of South Whidbey Island appreciates this opportunity to provide comments to Washington State Ferries and the Federal Transit Administration regarding the Draft Environmental Impact Statement (EIS) for the Mukilteo Multimodal Terminal. Given the critical importance of the Mukilteo-Clinton ferry link for transportation to/from Whidbey Island, the Commissioners applaud WSF's efforts to modernize and expand this terminal. With respect to selection of the preferred alternative, the "No Build" alternative does not meet growing service needs for the facility. While the Commission identified both advantages and disadvantages of the other three alternatives without a clear preference, they were unified in their request that construction closures of the Mukilteo Terminal be absolutely minimized due to the disruptive effect on transportation, commerce and commuters when ferries are not running or are diverted to Edmonds.

**L-008-002** The primary message from the Port Commission regarding the Mukilteo *Multimodal* Terminal project, however, is directly related to its intended *Multimodal* function. It is essential that the new facility fulfill its *Multimodal* mission for transportation both *to* and *from* Whidbey Island. In particular, without expanded day-use and overnight parking, there will be no means for visitors to Whidbey Island to leave their vehicles on the mainland, walk on a ferry without worsening the vehicle overload situation, and use the improving public transit on the Island. Improved parking capacity at the Terminal will also facilitate improved accessibility for Island residents seeking work on the mainland. Increased day-use and overnight parking capacity will be needed as the mechanism for enabling more visitors to access Whidbey, and for enabling Whidbey residents to better utilize the improved connections for trains, buses and ferries. The Port Board of Commissioner extends its appreciation in advance for your consideration of this input.

Respectfully submitted,  
on behalf of the Port Board of Commissioners

Edwin S. Field, PE, CCM  
Port Operations Manager

Cc: Board of Commissioners, Port Finance Manager

#### L-008-001

Thank you for your providing the Port's comments and describing the Board of Commissioners support for the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This alternative does avoid an extended closure of the terminal, which the Commissioners noted was important.

#### L-008-002

Section 2.3 of the Draft and Final EIS note previous comments WSDOT received during scoping suggesting that a park-and-ride should be added to the scope of the project. WSDOT did not find that a park-and-ride was necessary to meet the project's purpose and need. As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan* (2009), the alternatives are designed to minimize the need for additional vehicles at the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

The design refinements for the Preferred Alternative avoid impacts to Mukilteo Station's existing parking and relocated the proposed employee parking to the transit center. Please see Chapter 2 of the Final EIS for all the information about the Preferred Alternative's design refinements. Figure 3-7 in the Final EIS show the pedestrian pathways and walk distances to the Mukilteo Ferry Terminal between the terminal, Mukilteo Station, Transit Center, and downtown Mukilteo.



## THE SUQUAMISH TRIBE

Post Office Box 498  
Suquamish, WA 98392-0498  
Phone (360) 598-3311  
Fax (360) 394-3686

March 12, 2012

Washington State Ferries  
Attn: Paul Krueger  
2901 3<sup>rd</sup> Avenue, Suite 500  
Seattle, WA 98121

RE: Mukilteo Multimodal Project Draft Environmental Impact Statement

Dear Mr. Krueger:

**T-001-001** This letter transmits the Suquamish Tribe's (Suquamish) comments on the Mukilteo Multimodal Project Draft Environmental Impact Statement. Suquamish is a signatory to the 1855 Treaty of Point Elliott, and the proposed Mukilteo Multimodal Project alternatives are situated within Suquamish's usual and accustomed grounds and stations.

### **Unavoidable Direct, Indirect, Temporary, Long-term, and Cumulative Impacts**

Washington State Ferries (WSF) has not provided a complete and quantitative description of direct, indirect, temporary, long-term, and cumulative impacts associated with the Mukilteo Multimodal Project. Long-term impacts should be evaluated for the life of the project.

During the February 15, 2012 meeting, Suquamish and other attendees requested that WSF evaluate impacts of the alternatives to ecological processes (i.e., sediment transport, habitat-forming processes) at a drift-cell level, and how these impacts affect fish (i.e., forage fish spawning), invertebrate (i.e., crab), and marine vegetation habitat and resources. Suquamish requests that this evaluation include potential direct, indirect, temporary, long-term, and cumulative impacts associated with the construction, maintenance (i.e., maintenance dredging), and long-term operation of the Multimodal Project.

**T-001-002** Two of the alternatives being considered (Elliott Point 1 and Elliott Point 2) propose dredging a channel to a navigation depth of 26 feet. Suquamish requests that bathymetric change impacts to ecological processes, structures, and functions are evaluated for these proposed alternatives.

**T-001-003** Sediment contamination issues were discussed at the February 15<sup>th</sup> meeting and we appreciate the February 29<sup>th</sup> update on the sediment sampling work. Suquamish requests a

### **T-001-001**

WSDOT and FTA believe the Draft EIS disclosed the appropriate level of information regarding the potential for significant adverse effects to ecosystems and other resources that would result from the development of the alternatives, including the Preferred Alternative (a modified Elliot Point 2). The Draft EIS section 4.11 Water Resources, section 4.12 Ecosystems, and the Ecosystems Discipline Report discussed the direct, indirect, and cumulative effects of the alternatives. The analysis considered the effects related to the removal of the Tank Farm Pier and the dredging for a navigation channel. However, in response to the Suquamish Tribe's request for additional technical information and a more detailed discussion of changes in shore drift and related ecosystem effects, the Final EIS sections and the Ecosystems Discipline Report have been updated. While there will be temporary water quality impacts from construction, the Final EIS finds that removing the Tank Farm Pier would improve the conditions for marine habitat and resources. WSDOT and FTA have also provided other reference technical information including sediment sampling and hydrodynamic analyses to the Tribe and other interested parties.

Please note that WSDOT does not anticipate the need for maintenance dredging for the project, and dredging would be needed only during the project's construction phase.

### **T-001-002**

The Final EIS and the Ecosystems Discipline Report include additional information on the ecological effects of dredging. Additional documentation has also been shared with the Tribe and other parties that have expressed an interest in the technical background information.

### **T-001-003**

A copy of the Sediment Sampling Data Report was sent to the Suquamish Tribe on November 7, 2012. WSDOT and FTA appreciate

**T-001-003** | copy of the sediment sampling plan and data results, when available. Suquamish would appreciate a follow-up discussion of potential impacts associated with contaminated sediments when this evaluation has been completed.

**Mitigation**

**T-001-004** | Suquamish supports the suggestion at the February 15<sup>th</sup> meeting of having a mitigation meeting subsequent to WSF selecting a preferred alternative. Compensatory mitigation requirements must be commensurate with the amount and type of impacts associated with the project.

**Preferred Alternative**

**T-001-005** | Suquamish currently does not have a preferred alternative for the Mukilteo Multimodel Project. However, Suquamish would not support alternatives or actions that would require ground-disturbing activities within the archaeological site(s).

Thank you for the opportunity to provide comments on the Mukilteo Multimodel Project Draft Environmental Impact Statement. Please contact me at (360) 394-8442 if you have any questions.

Sincerely,



Richard Brooks  
Environmental Program Manager

Cc: Phillip Narte, WSF

the involvement of the Tribe in the review of natural resources effects, including the review of the sediment sampling results and other updated information that helped identify alternative refinements and mitigation measures to minimize ecosystem effects.

**T-001-004**

WSDOT and FTA continued to coordinate with the Tribe and other parties as they identified the Preferred Alternative, which was an initial step in moving forward with the Final EIS and its identification of mitigation commitments. The mitigation measures now defined in the Final EIS were developed largely through meetings and consultations with the Suquamish Tribe, other tribes and resource agencies. Since the Draft EIS and Preferred Alternative selection, the project's Biological Assessment and the resulting Biological Opinion have helped define further measures to minimize adverse effects, and were incorporated into discussions with the natural resource stakeholders. WSDOT looks forward to continued collaboration with the Tribe and others as the project enters its permitting phase.

**T-001-005**

A modified version of the Elliot Point 2 Alternative has been identified as the Preferred Alternative. The alternative has been refined to avoid intrusions or excavation within the midden. Additional details on the Preferred Alternative's effects to the midden are included in the updated Cultural Resources Discipline Report, and measures to resolve effects are included in the Final EIS Appendix J, the Section 106 Memorandum of Agreement.



**Board of Directors:**

Mel Sheldon - Chairman  
Glen Gobin - Vice-Chairman  
Chuck James - Treasurer  
Marie Zackuse - Secretary  
Martin J. Fryberg, Jr. - Board Member  
Don Hatch, Jr. - Board Member  
Mark Hatch - Board Member  
Gus Taylor - Interim General Manager

6406 Marine Dr. TULALIP, WA 98271  
Phone (360) 716-4000  
FAX (360) 716-0606

The Tulalip Tribes are the  
successors in interest to the  
Snohomish, Snoqualmie, and  
Skykomish tribes and other  
tribes and bands signatory to  
the Treaty of Point Elliot

March 12, 2012

Paul W. Krueger  
WSDOT Ferries Division  
2901 Third Avenue, Suite 500  
Seattle, WA 98121-3014

RE: Draft EIS for the Mukilteo Multimodal Project

Dear Mr. Krueger,

**Background**

**T-002-001** The Tulalip Tribes is a federally recognized Indian Tribe with rights reserved under the Treaty of Point Elliot signed in 1855. The Tulalip Tribes is the successor in interest of the aboriginal Snohomish, Skykomish, Snoqualmie, and other allied tribes and bands signatory to the treaty. *See U.S. v. Washington*, 459 F. Supp. at 1039. 1058-1060. (W.D. Wash. 1985). These Tribes were assigned to the Tulalip Reservation after it was established under the treaty. The Snohomish tribe is the predominant tribe at Tulalip.

The Treaty of Point Elliott was negotiated and signed in the general area of the existing Mukilteo ferry terminal and the proposed new terminal sites. The Treaty reserved certain rights for the Tribes including the rights to harvest fish, including shellfish, in tribal "usual and accustomed" fishing areas. The Tulalip Tribes usual and accustomed treaty fishing areas include the shorelines and waters of the proposed Mukilteo ferry terminal project.

The Mukilteo shoreline is within the aboriginal territory of the Snohomish tribe which had a year round village in the area, as is evidenced by the large shell midden identified in the archeological report for this project. The Possession Sound/Port Gardner area is and has been a primary fishing area for the Snohomish/Tulalip Tribes for thousands of years. The Tribes harvest Chinook, Chum, Coho, Pink and Steelhead Salmon along the Mukilteo shoreline. The tribes also harvest clams, crabs and shrimp in that area.

The existing Mukilteo terminal was built without consultation with the Tulalip Tribes and has been negatively impacting tribal fisheries and fish habitat ever since, without any mitigation to the Tribe for those impacts.

**Cultural and Archeological**

**T-002-002** As you know, the Mukilteo water front is an area of great cultural and historical importance for the Tulalip Tribes and its members. As stated above, the waterfront area was occupied year around by the aboriginal Snohomish Tribe and was the location of the encampment where the Treaty of Point Elliot was negotiated

**T-002-001**

Thank you for this summary of the Tulalip Tribes' history as it pertains to the signing of the Treaty of Point Elliott and the Tribes' usual and accustomed treaty fishing areas within the project area. WSDOT and FTA respect the historical and cultural significance of Point Elliott to the Tulalip Tribes, and we also recognize the Tribes' rights reserved under treaty. This awareness has influenced the development of project alternatives that avoid impacts to cultural resources to the extent possible, and include measures to protect and enhance the natural environment. WSDOT identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative because of its ability to meet the project's purpose and need with better environmental performance and resource protection than the other alternatives. This alternative would avoid excavation or other intrusions within the shell midden and could better accommodate potential design features that reflect the site's cultural and historic significance. The Final EIS Chapter 2, Alternatives, describes the design refinements, and Chapter 4, Environmental Impacts and Mitigation, describes the mitigation measures and updated environmental information for the Preferred Alternative.

**T-002-002**

The Tulalip Tribes' preference for the alternatives that keep the ferry terminal at its existing location is noted, although WSDOT has identified a Preferred Alternative on the Mukilteo Tank Farm site. The Tribes' suggestions regarding additional archaeological investigations and archival storage for the site prior to construction were considered through the Section 106 consultation process that culminated in the development of a Memorandum of Agreement (MOA) for the project. The MOA is included in the Final EIS, and defines the full set of measures to resolve potential adverse effects to the midden and other historic resources. The design of the Preferred Alternative itself was also refined to avoid disruption of the shell midden. FTA and WSDOT also conducted



**T-002-002** and signed. The archeological work that was completed by Northwest Archaeology & Associates for the Washington State Department of Transportation, has documented a large shell midden along most of the Mukilteo water front from Lighthouse Park through most of the Mukilteo Tank Farm property. The midden establishes Tribal use and occupation at this site for at least 1000 years. A midden of this size suggests burial remains may also be in the vicinity.

Tulalip prefers the options for keeping the ferry terminal at its existing location. If one of the other sites is selected, a more intensive archeological survey should be conducted to identify possible burial sites before any excavation for construction takes place. If any burial remains are found, the project should be redesigned to avoid further disruption of the burial site.

Tulalip is opposed to any construction activities that may disturb any of the cultural resources, archeological artifacts or human remains on the site. As stated in the Draft EIS, agreements needs to be developed on how to handle and process artifacts that may be excavated during construction activities and how to handle any inadvertent discovery of burial remains.

The Hibuib Cultural Center and Natural History Preserve, which is owned and operated by the Tulalip Tribes, has a state certified curation facility and museum quality display area. Any native American artifacts excavated for this project should be provided to the center for curation and display.

**Tribal Fishing**

**T-002-003** Under the Treaty of Point Elliot, the Tulalip Tribes have reserved rights to harvest fish, including shellfish, in their usual and accustomed fishing areas. The marine areas around Mukilteo and all of the proposed sites for a new ferry terminal are in the Tulalip Tribes treaty protected usual and accustomed fishing areas.


The right to take fish at all usual and accustomed fishing places has a geographic aspect and a fair share aspect. It is not permissible under the treaty to eliminate portions of treaty fishing areas or restrict treaty fishing access. The project must be evaluated to ensure no impermissible diminution or restriction of treaty fishing access occurs. See *Muckleshoot v. Hall*, 698 F. Supp. 1504 (W.D. Wash 1988)

The Draft EIS does mention the direct impacts to tribal fishing in the Environmental Justice section; however it does not mention or describe the indirect impacts to tribal fishing caused by the vessel traffic between the Mukilteo and Clinton terminals.

**Preferred site**

**T-002-004** Tulalip would prefer keeping the terminal at the existing location. Maintaining the terminal at the existing location would cause the least new impacts to archeological and environmental resources. Both Elliot Point options could cause new negative impacts to archeological resources. Of the two proposed Elliot Point sites, Elliot Point 2 would provide the least environmental harm.

Thank you for the opportunity to comment. If you have any further questions please call Daryl Williams at 360-716-4632 or e-mail to [dwilliams@tulaliptribes-nsn.gov](mailto:dwilliams@tulaliptribes-nsn.gov).

Sincerely,  
  
 Daryl Williams  
 Environmental Liaison

a collaborative planning and cultural design process with interested Native American tribes.

**T-002-003**

WSDOT and FTA recognize the fishing rights reserved by treaty, and have engaged in direct consultations regarding fishing rights with the Tulalip Tribes. The EIS does discuss potential impacts to fishing activities as a matter of environmental justice, examining whether changes in access to fishing, including for tribal members, would result in high and adverse impacts to individuals or communities. The scope of the EIS review is focused on the areas immediately affected by the location of the terminal facility. Because the project does not propose changes in operations of the route from Mukilteo to Clinton, the route is not part of the analysis. However, WSDOT has committed to develop operations protocols in consultation with the Tribe to avoid interference with treaty fishing activities to the extent possible.

**T-002-004**

As noted in response to your initial comment, WSDOT and FTA understand the Tulalip Tribes' preference for an alternative that keeps the terminal at its existing site, and we appreciate your continued participation and consultations as the project has continue to move forward with a modified version of Elliot Point 2 as the Preferred Alternative, which would relocate the terminal to the Tank Farm. WSDOT and FTA appreciate the Tribes' indication that Elliot Point 2 would have the least harm of the two tank farm alternatives under consideration. We also appreciate the Tribes' participation in the Section 106 consultation process to help define the measures to avoid and resolve adverse effects.



## Skagit River System Cooperative

11426 Moorage Way • P.O. Box 368 LaConner, WA 98257-0368  
Phone: 360-466-7228 • Fax: 360-466-4047 • [www.skagitcoop.org](http://www.skagitcoop.org)

March 12, 2012

Paul W. Krueger  
Washington State Department of Transportation  
Ferries Division  
2901 Third Avenue, Suite 500  
Seattle, WA 98121-3014

Electronic Correspondence

Reference: Mukilteo Multimodal Project Draft Environmental Impact Statement

Dear Mr. Krueger:

**T-003-001**

Skagit River System Cooperative (SRSC) makes the following comments on behalf of the Swinomish Indian Tribal Community and the Sauk-Suiattle Indian Tribe. The Swinomish Tribe and Sauk-Suiattle Tribe are signatories to the Treaty of Point Elliot of 1855 and the Mukilteo Multimodal Project may affect resources vital to the Tribes. These comments address only the environmental impacts of this project and do not address potential impacts on cultural resources or ongoing impacts of ferry operations on Treaty fisheries.

All four alternatives developed by the Washington State Department of Transportation (WSDOT) and the Federal Transit Administration (FTA) recommit the project area to a hardened shoreline with substantial overwater coverage for decades to come. This recommitment precludes shoreline softening and restoration activities that may lead to a more productive nearshore environment. As described in the Draft Environmental Impact Statement (DEIS) docks can act as a migration barrier to juvenile salmonids due to the abrupt light to dark transition. This barrier may delay migration or push juvenile salmonids offshore where they may be subject to greater predation rates. The DEIS cites studies around ferry terminals that showed no increase in predation but predation in those circumstances would be difficult to observe. If observation were limited to scuba, snorkel, or predators captured by beach seine one would not expect a predator such as a bull trout to be in observable range very often. Additionally overwater coverage by ferry docks precludes growth of eelgrass and macro algae which reduces cover for juvenile salmonids and primary productivity.

To offset the impacts of recommitting the nearshore in this area to a ferry terminal WSDOT and FTA should implement additional mitigation. To reduce the potential for disrupting juvenile salmonids migration WSDOT and FTA should incorporate as many light transmitting features as possible into the nearshore area of the new dock. This could be in the form of grating, transparent blocks, solar tubes, or other features. The new dock will shade out macro algae or

### **T-003-001**

The Preferred Alternative (a modified version of Elliot Point 2) was selected in part because it provided a shorter span and trestle, reducing overwater coverage and minimizing the impacts of shading. The suggestions for additional mitigation to offset project effects have been considered as WSDOT and FTA developed the mitigation commitments identified in Chapter 4 of the Final EIS, which has also included consultations with USFWS and NMFS to consider other beneficial actions the project is including to protect endangered species and their habitat. WSDOT and FTA will continue to develop details of the project's mitigation commitments during final design and permitting. The smaller footprint for the Preferred Alternative helps minimize the areas with overwater structures and paved nearshore areas. Several elements of the design, including the provision of a shoreline promenade with landscaping, would allow access to the shoreline and recreation activities, and support a more productive nearshore environment than exists today.

**T-003-001**

prevent recolonization in the no-build alternative. WSDOT could off-set the loss of macro algae from shading by enhancing macro algae or eelgrass in nearby areas. There is no eelgrass within any of the proposed project footprints but the area does support some eelgrass. Because eelgrass is highly productive habitat a smaller mitigation site could potentially be used to off-set the loss of macro algae if a suitable eelgrass donor site, such as an eelgrass mitigation bank, can be located. WSDOT and FTA should off-set the recommitment of the area to a hardened shoreline with off-site mitigation either in the form of a shore softening project or reconnection of an isolated pocket estuary to the tidal prism.

**T-003-002**

In the DEIS mitigation section WSDOT and FTA state the two Elliot Point alternatives result in a reduction of overwater coverage and removal of 3,900 creosote piles. While these are desirable outcomes the SRSC member Tribes are on record with the Air Force that removal of the Tank Farm Pier is necessary prior to Federal Transfer to local control to meet the Air Force's Trust responsibility to the Tribes. If the Tank Farm is transferred to a local entity that does not have Trust responsibility there is no assurance the impact to tribal resources will be removed. If it is not transferred the Air Force would need to remove the pier to meet the federal governments Trust responsibility to protect tribal resources. Removal of the pier is a federal responsibility to remove an ongoing impact. The long-term impacts of the ferry terminal in the form of hardened shorelines and overwater coverage should be directly mitigated in kind. It would be most efficient for the federal government and State of Washington to accomplish both of those objectives in one project.

**T-003-003**

Skagit River System Cooperative appreciates the hard work that has gone into development of this DEIS and the opportunity to comment on it. We appreciate our working relationship with WSDOT and the FTA and look forward to continuing to work with you on this project.

If you have questions about our comments please call me at (360) 466-1512 or email [swalsh@skagitcoop.org](mailto:swalsh@skagitcoop.org).

Sincerely,



Stan Walsh  
Environmental Services Manager  
Skagit River System Cooperative

## **T-003-002**

WSDOT and FTA acknowledge the Skagit River System Cooperative member tribes' position on the removal of the Tank Farm Pier. Removing the pier, which is considered in the EIS as part of the Preferred Alternative and the Elliot Point 1 Alternative, will provide a high level of environmental benefits to offset the impacts associated with the project's new overwater facilities. The Final EIS section 4.11, Ecosystems, further defines the anticipated natural resource Best Management Practices and mitigation measures anticipated for the project. These measures take into account the impacts of the project overall, including the removal of the Tank Farm Pier, as well as other offsetting benefits, resulting in high levels of net benefits with the project.

## **T-003-003**

Thank you for your comments. WSDOT and FTA have appreciated the participation of the Skagit River System Cooperative, Swinomish Indian Tribal Community, and Sauk-Suiattle Indian Tribe, and look forward to your continued involvement as the Mukilteo Multimodal Project moves forward.

You forwarded this message on 2/21/2012 9:05 AM.

**WSF Mukilteo Comments**

**From:** Amy Raymond [misamyray@hotmail.com] **Sent:** Mon 2/20/2012 3:17 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** terminal ideas  
**Attachments:**

**I-001-001** I watched the You Tube video on the proposed changes to the Mukilteo Ferry Terminal. First of all, I think it is great that the DOT puts out information with videos. This is an excellent approach for those of us with limited time. Thank you. The four approaches are also very thoughtful and investigating a better solution is appreciated.

**I-001-002** I am not, to be fair, a commuter. I have lived on the Island for 15 years and ride the ferry only a few times each month. My reaction is that I do not spend lots of time at this port. The bulk of my time spent is in my car so I do not see a need to expand or improve upon the existing facilities. I hate to sound like a Republican here, which I AM NOT, but I think the tax payers money is going to be better spent on something else. Please of course keep the terminal safe, in good repair, well-lit, clean and all of that good stuff and use these revenues somewhere else. I like having Ivar's at the landing, I like the little park, the little hotel, the brewery, all of it. There is an irreplaceable community there that would be wrecked by "fixing" the existing terminal. I also very often use buses once I get off of the ferry and I find this system of having the bus quickly turn and go, just fine. I don't like the idea of bus bays. I prefer parks, despite being a bus rider myself.

**I-001-003** There is also a comment period going on right now about cutting taxes for State Parks. I think it is pure political gaming to cut parks, get the public outraged about it and then make it obvious that there is enough state money for a huge new facility. Please stop wasting people's time in this way. Please keep the terminals safe, accessible and all of that good stuff without wasting our precious money...put it into saving the environment. That gets my vote.

Thank you,

Amy Raymond  
Whidbey Island

## I-001-001

Thank you. We are pleased that you found the video presentation useful.

## I-001-002

Thank you for your comments regarding the project alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

## I-001-003

Thank you for your comments.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/terminal%20ideas.E...> 2/24/2012



**WSF Mukilteo Comments**

**From:** randa@whidbey.net [randa@whidbey.net] **Sent:** Thu 2/16/2012 10:26 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/16/2012 10:26:29 PM

=====My Contact information=====

Name: Anna Tamura  
E-mail: randa@whidbey.net  
Phone: 360-678-6973  
Street Address:  
City:  
State: WA  
Zip Code:

===== My Question/Comment/Complaint =====

**I-002-001** | when designing the new facility, please make the terminals for the ferries closer to the trains/buses/light rail terminals so it isn't hard for handicapped people to get from one terminal to the other in time to make the scheduled departure time.

**I-002-002** | also, please figure out a way so people don't have to wait in their cars with their engines running as they are waiting for the next ferry. It would also be helpful if there were some way people could prepurchase their ferry fare before getting in line so there wouldn't be such a long backup at the ferry as each car stops to get tickets.

The Orca card should be able to be used as a wave and go card at every ferry terminal for both car and driver and passenger whether it is a regular fare or a discounted fare. This would expedite loading.

The way you have the location of the wave to go reader and the display showing the number of trips left on a prepurchased bulk card are too far apart and requires a person to look in two different directions. The display showing the number of trips left should be right by the card reader that a person waves their card on.

Feel free to call me to discuss.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0)

**I-002-001**

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This alternative would improve the multimodal connections between ferry, rail, and bus services. It has the best connections (based on distance to travel) of the proposed build alternatives.

**I-002-002**

All the proposed build alternatives include a vehicle holding area for vehicles to wait for the next ferry. Drivers are asked to turn off their vehicles while waiting and most comply, especially if the wait time is lengthy. If the transaction time (processing time and time to answer customer questions) at the toll booth is minimized or if all four toll booths are operating, the vehicle queue waiting to enter the Mukilteo terminal holding area would be shortened.

The ORCA card can now be used to purchase passenger and vehicle fares at the terminals or online. This feature will be available at the new Mukilteo terminal.

Thank you for you feedback on the Wave2Go card readers. We have shared your comment with Ferry employees.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**WSF Mukilteo Comments**

**From:** barbara.farissbateman@frontier.com  
[barbara.farissbateman@frontier.com]  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

**Sent:** Fri 2/17/2012 7:52 PM

The following is the contents of a form submitted on 2/17/2012 7:52:05 PM

=====My Contact information=====

Name: Barbara Fariss-Bateman  
E-mail: barbara.farissbateman@frontier.com  
Phone:  
Street Address:  
City:  
State: WA  
Zip Code:

===== My Question/Comment/Complaint =====

**I-003-001**

The 'No-Build' improvements are the best solution.

All of the others are overbearingly inconsiderate to the Mukilteo host community and will decrease the quality of life in the Old Town neighborhood on the other side of the railroad tracks:

'Existing Site' would take away a neighborhood landmark restaurant, and a commercial building that holds unique arts facilities. This is unacceptable.

Both Elliott Point options remove the arts building, and pave the majority of the 'tank farm' site. The WA State Ferry's practice of apparently being exempt from usual provisions for landscaping and environmentally sensitive design, in favor of all concrete with no breaks is obnoxious, detrimental and hostile to pedestrians. Neither of these options appears to leave enough room or access for any type of neighborhood-strengthening mixed use development.

In summary, please be considerate to your host community and conservative with your funds expenditure, and improve the existing configuration under the 'No-Build' option.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 5.1; rv:10.0.2) Gecko/20100101 Firefox/10.0.2

**I-003-001**

Thank you for your comments regarding the project alternatives. Your support for the No-Build Alternative is noted. The Draft EIS described impacts to the surrounding area for all alternatives. All of the build alternatives would be subject to the City's Shoreline Master Program, which include open space and landscaping elements, although options are limited for Existing Site Improvements Alternative.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors, including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Final EIS provides an updated design that includes additional definition of features such as landscaping, open space architecture, and a shoreline promenade.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**I-004-001**

Thank you for your comment. Elliot Point is shown on Figure S-1 in the Final EIS for the public's reference as you suggest.

**WSF Mukilteo Comments**

**From:** rowlands@widbey.com [rowlands@widbey.com] **Sent:** Sun 2/5/2012 8:26 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/5/2012 8:26:26 PM

=====My Contact information=====

Name: Bill Rowlands  
E-mail: rowlands@widbey.com  
Phone: 360-221-8630  
Street Address: P.O.B.588  
City: Clinton  
State: WA  
Zip Code: 98236

===== My Question/Comment/Complaint =====

**I-004-001**

Maybe I missed something but your maps do not point out where Elliot Point is!! I'm a P.E. and think you should improve the online Elliot Point maps for lay people !

Please keep me informed . Thanks,

Bill Rowlands, P.E. AND p.l.s.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0)

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/9/2012

**WSF Mukilteo Comments**

**From:** bobr@whidbey.com [bobr@whidbey.com]  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:** **Sent:** Thu 1/26/2012 5:25 PM

The following is the contents of a form submitted on 1/26/2012 5:25:42 PM

=====My Contact information=====

Name: Bob Richardson  
 E-mail: bobr@whidbey.com  
 Phone:  
 Street Address:  
 City: Clinton  
 State: WA  
 Zip Code:

===== My Question/Comment/Complaint =====

**I-005-001**

There needs to be MORE PARKING near the Mukilteo terminal. One reason weekend traffic is so heavy in the summer months is because there is no ability to park for the weekend in Mukilteo. More parking facilities would lessen the pressure for more boats on this run.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 6.1; rv:9.0.1) Gecko/20100101 Firefox/9.0.1

**I-005-001**

Thank you for your comment. The parking discussion has been updated in transportation section of Chapter 3 in the Final EIS. The general supply of parking near the terminal when the project is complete will roughly be what it is today.

There is not a large supply or overnight or long-term parking in the area. Consistent with the WSDOT Ferries Division *Final Long-Range Plan* (2009), the alternatives are designed to minimize the need for additional vehicles at the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

The Preferred Alternative avoids impacts on Mukilteo Station's existing commuter parking. Sound Transit is coordinating with the City of Mukilteo to explore options to expand the supply of parking for the rail station in later phases of the station development program.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/1/2012



**WSF Mukilteo Comments**

**From:** brian\_green@me.com [brian\_green@me.com] **Sent:** Wed 2/22/2012 5:14 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/22/2012 5:14:00 PM

=====My Contact information=====

Name: Brian Green  
 E-mail: brian\_green@me.com  
 Phone: (206) 422-8871  
 Street Address: 218 203rd PL SW  
 City: Lynnwood  
 State: WA  
 Zip Code: 98036-7206

===== My Question/Comment/Complaint =====

**I-006-001**

After having reviewed all of the plans, I support the Elliott Point 1 plan for many different reasons:

Safety is significantly improved for pedestrians, though extra consideration should be made for the increase in Sounder ridership over the course of the next 60 years.

Public Parking at the dock is very much needed for commuters who will park here and ride across. More space should actually be dedicated to this.

A passenger terminal with an overhead walkway is very much needed for ADA compliance. As it stands now, they walk down the car bridge, out in the elements presenting slip hazards.

This design allows "wobble room" for increases in ridership over the next 60 years. The lanes could be extended further forward and back to accommodate more vehicles.

The improvements to the commuter rail station will be welcome as well. With close proximity to the ferry and busses, it makes commuters have to run less to make their connections.

As a current Washington State Ferries employee, and dock worker assigned to Mukilteo Dock, the benefits are apparent. Just make sure you think about the increases in traffic over the next 60 years.

Thanks for listening.

Sincerely,  
 Brian Green

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_7\_3) AppleWebKit/534.53.11 (KHTML, like Gecko)  
 Version/5.1.3 Safari/534.53.10

**I-006-001**

Thank you for your comments regarding the project alternatives and identifying the reasons for your preference for Elliot Point 1. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Preferred Alternative, which has a smaller footprint than the Elliot Point 1 Alternative, would leave more space for potential development by other parties.

Chapter 2 of the Draft EIS described the background behind why WSDOT has not defined commuter parking as an integral element of the project alternatives. The Final EIS updates the discussion in Chapter 2. Chapter 8 of the Final EIS provides a response to the public comments requesting parking as part of the project. Consistent with the WSDOT Ferries Division Final Long-Range Plan (2009), the alternatives are designed to minimize the need for additional driving to the terminal. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**WSF Mukilteo Comments**

**From:** harwoodhomes@comcast.net [harwoodhomes@comcast.net]  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

**Sent:** Sun 2/5/2012 9:24 PM

The following is the contents of a form submitted on 2/5/2012 9:24:51 PM

=====My Contact information=====

Name: David Kline  
E-mail: harwoodhomes@comcast.net  
Phone: (206)953-1310  
Street Address: 314 213th Pl SW  
City: Bothell  
State: WA  
Zip Code: 98021

===== My Question/Comment/Complaint =====

**I-007-001**

As a General Contractor I need to spend a fair portion of my day traveling from job to job, both east side and Seattle proper.  
Now that the State has seen fit to put a toll on the 520 bridge, traffic around the north end, Kirkland, Woodinville, Bothell, Kenmore, has taken a drastic increase in the volume of vehicles traveling both east and west.  
I have also noticed that the volume of traffic on the 520 bridge has dropped.  
It seems that now we do not need a new bridge ,but will very shortly see a need in repairs along 405 and Lake City Way due to the increase in vehicle volume along those routes.

=====

=== Browser Type ===  
Browser: Mozilla/5.0 (Windows NT 6.1; WOW64) AppleWebKit/535.7 (KHTML, like Gecko) Chrome/16.0.912.77 Safari/535.7

**I-007-001**

Thank you for your comments regarding the state highways and roads. Information about projects, such as the SR 520 bridge replacement, can be found on WSDOT's website at <http://www.wsdot.wa.gov/projects/>. The Mukilteo Multimodal Project is proposed to improve the operations, safety, and security of facilities at the Mukilteo ferry terminal.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/9/2012

**WSF Mukilteo Comments**

**From:** dhinz@whidbey.com [dhinz@whidbey.com] **Sent:** Wed 2/1/2012 4:35 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/1/2012 4:35:23 PM

=====My Contact information=====

Name: Diane Hinz  
 E-mail: dhinz@whidbey.com  
 Phone:  
 Street Address:  
 City:  
 State: WA  
 Zip Code:

===== My Question/Comment/Complaint =====

- I-008-001** | If you build it, they will come and we do not want the increase you propose in traffic. We have enough as it is. Further, we just spent money to acquire and build the additional bull pen, we don't need to re-do what we just did. Why not wait and see how it goes.
- I-008-002** | If WSDOT wants to save money, put in automatic tolls as with the bridge.  
 If the idea for a new terminal in is really a next step in order to facilitate a reservation system, forget that completely. It would diminish tourism and more people would drive around further clogging the already heavily used SR 20. How would a reservation "system" even work for the person who needed to go to Everett for a doctor appointment? Having to plan for a reservation would hurt those who have lived on the island for a long time and have work or other established needs over town.
- I-008-003** | In any case, if you think you won't run into a basketful of contamination with the old Union Oil dock, you've got another few million you'll be needing for clean -up and lawyers to get the money back from Unocal.  
 My two cents worth.
- Diane Hinz
- =====
- === Browser Type ===  
 Browser: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; GTB7.0; .NET CLR 2.0.50727; .NET CLR 1.1.4322; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; InfoPath.2; .NET4.0C; .NET4.0E)

**I-008-001**

As described in Chapter 1, Purpose and Need, the project is not proposing an increase in vehicle capacity for the route. The existing facility is deficient in a number of aspects, including safety, multimodal connectivity, capacity, and the ability to support the goals of local and regional long-range transportation plans. It is for these reasons that the Mukilteo Multimodal Project is proposed. The proposed project would not cause an increase in traffic, but rather help address the anticipated increase in travel demand on the Mukilteo-Clinton ferry route.

**I-008-002**

The purpose of the Mukilteo Multimodal Project is not to facilitate a reservation system. Highway tolls or a reservation system are separate considerations, and a decision regarding them would be made independent of this project. Information about tolling in Washington State can be found on WSDOT's website at: <http://www.wsdot.wa.gov/tolling/>.

**I-008-003**

The presence of hazardous materials on the U.S. Air Force Tank Farm property has been evaluated as described in the Draft EIS section 4.8, Hazardous Materials. An updated discussion and additional information is presented in the Final EIS section 4.8, Hazardous Materials. The former Unocal pier is in Edmonds and was part of another project.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/2/2012

**WSF Mukilteo Comments**

**From:** Hadley Rodero [hrodero@prrbiz.com]  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Fwd: Mukilteo FW: Environmental Documents  
**Attachments:**

**Sent:** Thu 2/9/2012 2:10 PM

Begin forwarded message:

From: "Krueger, Paul W (UCO)" <KruegerP@wsdot.wa.gov<mailto:KruegerP@wsdot.wa.gov>>  
 Date: February 9, 2012 1:38:55 PM PST  
 To: Hadley Rodero <hrodero@prrbiz.com<mailto:hrodero@prrbiz.com>>  
 Subject: Mukilteo FW: Environmental Documents

OK, here is a comment I guess.

Paul W. Krueger  
 Project Environmental Manager  
 WSDOT Environmental Services Office - Mega Projects  
 999 3rd Avenue, Suite 2424  
 Seattle, WA 98104

(206) 805-2892  
 paul.krueger@wsdot.wa.gov<mailto:kruegerp@wsdot.wa.gov>

From: DVanNan@aol.com<mailto:DVanNan@aol.com> [mailto:DVanNan@aol.com]  
 Sent: Thursday, February 09, 2012 10:13 AM  
 To: Krueger, Paul W (UCO)  
 Subject: Environmental Documents

Dear Paul,

This is a request for a free copy of the Executive Summary and a CD with the complete Draft EIS documents.

Thank you,

Don Van Winkle  
 610 Front ST Apt 307  
 Mukilteo, WA 98275-1564

**I-009-001**

FYI, I am in favor of Elliot Point Option 2, because it will best meet the safety standards the state is looking for, provide the least intrusive environmental impact to the land and water sites and provide the most minimal total cost, that the state legislators would approve.

One issue that would help support Option 2 as a choice is, enlargement of the vehicle holding area beyond the proposed 216, by maximizing the available space that's available. This would reduce the safety problem encountered during extreme busy periods to the holding area, that ends at the south end of SR525 by the school.

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**I-009-001**

Thank you for your comments regarding the project alternatives and your support for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors, including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Preferred Alternative was also modified to increase the holding area to 266 spaces as described in Chapter 2 of the Final EIS.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Fwd:%20Mukilteo...> 2/16/2012

**WSF Mukilteo Comments**

**From:** eldon@reachone.com [eldon@reachone.com] **Sent:** Thu 2/2/2012 3:54 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/2/2012 3:54:08 PM

=====My Contact information=====

Name: Eldon Jacobson  
E-mail: eldon@reachone.com  
Phone: 206-440-4661  
Street Address:  
City:  
State: WA  
Zip Code:

===== My Question/Comment/Complaint =====

- I-010-001** | I like either of the two options that move the ferry terminal to the tank farm location, mainly for the increased car waiting storage that gets vehicles off the shoulder coming down the hill.
- I-010-002** | I didn't have time to read the entire document, but in the Summary I didn't see any of the previous controversial history for this project. This history needs to be included so people can see that a compromise is being considered, and the most direct route has been dropped due to cost and public opposition (this is okay).
- I-010-003** | I like the fact that the railroad crossing remains grade separated. This major railroad line will become more used in the future by BNSF and maybe Sound Transit, so at-grade crossings need to be avoided.

=====

=== Browser Type ===

Browser: Mozilla/4.0 (compatible; MSIE 7.0; Windows NT 5.1; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; InfoPath.2; .NET CLR 1.1.4322; .NET4.0C; .NET4.0E)

**I-010-001**

Thank you for your comment supporting the Elliot Point alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative in the Final EIS.

**I-010-002**

The purpose of the Summary is to summarize the contents of the environmental impact statement, including Chapter 2, Alternatives Considered. Please see Final EIS Appendix E, Alternatives No Longer Considered for a discussion of the project history that you mention. The *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* provides additional information and is available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>.

**I-010-003**

Thank you for your comments.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/9/2012

**WSF Mukilteo Comments**

**From:** George Buehler [design@georgebuehler.com] **Sent:** Fri 1/27/2012 2:32 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** comments on Terminal  
**Attachments:**

To Whom It May Interest....

I-011-001

There is NOTHING wrong with the current Mukilteo terminal. The state is to broke to even go through the planning process, let alone build, something there is absolutely no need for.

George Buehler

George Buehler Yacht Design  
 Box 956, Freeland, WA 98249  
 Tel & Fax: 360-331-2666  
 Web Sites: <http://georgebuehler.com> & <http://dieselducks.com>  
 The TROLLER YACHT BOOK is back in print!  
 Visit <http://trolleryachts.com> for info!

**I-011-001**

The EIS is focused on a comparison of environmental effects of the proposed project and funding is an independent consideration. As described in Chapter 1, Purpose and Need, the existing facility is deficient in a number of aspects, including safety, multimodal connectivity, capacity, and the ability to support the goals of local and regional transportation and comprehensive plans. It is for these reasons that WSDOT and FTA are proposing the Mukilteo Multimodal Project.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/comments%20on%20...> 2/1/2012

**WSF Mukilteo Comments**

**From:** seafc76@live.com [seafc76@live.com] **Sent:** Wed 2/22/2012 1:24 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/22/2012 1:24:00 PM

=====My Contact information=====

Name: grant skelton  
E-mail: seafc76@live.com  
Phone:  
Street Address: 908 11th st  
City: mukilteo  
State: WA  
Zip Code: 98275

===== My Question/Comment/Complaint =====

I'd like to see whichever option gives the community the most access to this wonderful location on the shores of the Puget Sound. It seems like our Puget Sound shoreline has been very poorly planned and seems to benefit commerce with little or no concern for the community. From beach access to the destruction of vital watersheds, the Puget Sound and neighboring communities have suffered, as the Sound has been shaped by the needs of industry.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 6.1; WOW64; rv:10.0.2) Gecko/20100101 Firefox/10.0.2

I-012-001

**I-012-001**

Thank you for your comments regarding the project alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors, including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

As described in Chapter 2 of the Final EIS, the Preferred Alternative has been modified to further enhance the public shoreline access opportunities. It also has a smaller footprint that allows additional opportunities for public shoreline access.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**WSF Mukilteo Comments**

**From:** Hadley Rodero [hrodero@prrbiz.com]  
**To:** Krueger, Paul W (UCD); Sandy Glover; WSF Mukilteo Comments  
**Cc:**  
**Subject:** Fwd: Draft EIS Mukilteo Multimodal Project  
**Attachments:**

Forwarding this to the DEIS comment email

Begin forwarded message:

From: Donna Keeler <D.Keeler@co.island.wa.us<mailto:D.Keeler@co.island.wa.us>>  
 Date: February 22, 2012 4:19:39 PM PST  
 To: Hadley Rodero <hrodero@prrbiz.com<mailto:hrodero@prrbiz.com>>, "Glover, Sandy"  
 <Sandy.Glover@tetrattech.com<mailto:Sandy.Glover@tetrattech.com>>  
 Subject: FW: Draft EIS Mukilteo Multimodal Project

Hi Sandy and Hadley,  
 Please see comments below from Hal Seligson who attended the meeting this morning.

Thanks,  
 Donna  
 Donna Keeler/RTPO Transportation Planner  
 Island County Public Works  
 P.O. Box 5000/Coupeville, WA 98239  
 360-678-7959/ d.keeler@co.island.wa.us<mailto:d.keeler@co.island.wa.us>

From: Hal Seligson Langley City Council [mailto:hseligson-langleycitycouncil@whidbey.com]  
 Sent: Wednesday, February 22, 2012 4:06 PM  
 To: Donna Keeler  
 Cc: zz district1; mayor@langleywa.org<mailto:mayor@langleywa.org>;  
 landuse2@langleywa.org<mailto:landuse2@langleywa.org>  
 Subject: Draft EIS Mukilteo Multimodal Project

Donna,

**I-013-001**

It was good to see you at this morning's RTPO meeting; and to subsequently discuss aspects of the Mukilteo Multimodal Project draft EIS with you this afternoon.

As I raised at the meeting: It would be helpful for the EIS to include investigating the remote impacts of the "No Build" & "Existing Site Improvements" alternatives upon Edmonds if Clinton/Mukilteo ferry traffic were re-directed to that terminal for "4-9 months" or "1-2 months" (optimistic estimates?) while Mukilteo's terminal is closed.

**I-013-002**

Additionally, we would benefit from a study of potential Mukilteo terminal closures' impact upon:

- 1) Commuters and other travelers who use public transit to go between Whidbey Island and locations in and around Mukilteo/Everett. Include in this group some of the 1,081 Boeing employees who live on Whidbey Island. (See South Whidbey Record Feb 22 "Obama visits Boeing's 787 factory line. ") A ferry ride to/from Clinton/Edmonds would likely require many such public transit users to switch to cars for the duration of the closures.
- 2) Mukilteo businesses that benefit from ferry travelers.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Fwd:%20Draft%20...> 2/24/2012

**I-013-001**

Chapter 3 of the Draft EIS in section 3.4, Construction Impacts, discusses the potential impacts associated with the closure of the terminal for the No-Build and Existing Site Improvements alternatives, including qualitative statements about potential conditions in Edmonds.

**I-013-002**

WSDOT and FTA have identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative in the Final EIS. This alternative would not require closure of the existing ferry terminal. An additional study of the effects of a terminal closure under the No Build or Existing Site Improvements alternatives will not be conducted.



I-013-002 |

I trust that there is some data available for those times in the past when short-term emergencies have necessitated such re-routing.

Thanks again for your work in this area.

Enjoy.

Hal

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**WSF Mukilteo Comments**

**From:** pingchewy@comcast.net [pingchewy@comcast.net]  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

**Sent:** Wed 2/22/2012 7:30 AM

The following is the contents of a form submitted on 2/22/2012 7:30:31 AM

=====My Contact Information=====

Name: Jeff Dickman  
E-mail: pingchewy@comcast.net  
Phone: 425-269-8271  
Street Address: 2311 241st PL SW  
City: Bothell  
State: WA  
Zip Code: 98021

===== My Question/Comment/Complaint =====

Please consider the following in whatever plan you decide on:

**I-014-001** | 1 - Habitat improvement for sea life displaced by dock removal/replacement. The area around and under the fuel dock is teeming with wildlife, while much of the surrounding floor is a desert by comparison. It would be a shame if the new construction set this part of the shore back by 20 years.

**I-014-002** | 2 - Continued shore accessibility for scuba divers.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0)

**I-014-001**

Removing the existing ferry terminal pier and the Mukilteo Tank Farm Pier would impact the wildlife currently living on and near these structures. The long term environmental benefit of removing the creosote-treated piles and contamination under these piers exceeds the short term disruption. The Final EIS section 4.12, Ecosystems, provides updated information about habitat conditions associated with the Preferred Alternative, including mitigation and enhancement elements that are proposed.

**I-014-002**

The Preferred Alternative, which has been identified as a modified version of the Elliot Point 2 Alternative, would not impact access to the current SCUBA diving location.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**WSF Mukilteo Comments**

**From:** Jerry Finrow [gjfinrow@gmail.com] **Sent:** Fri 1/27/2012 5:38 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo ferry terminal rebuild options  
**Attachments:**

I-015-001

Thanks for giving the public an opportunity to comment on the plans for the new ferry terminal. I have read the EIS and believe it is a very comprehensive and good document covering all of the critical issues involved in planning for the new terminal. WSF should be proud of this work. In reviewing the alternatives I strongly support both of the Elliot Point options. The no build option is not an option and the rebuild in current location is also a bad investment. As a frequent user of the terminal, the Elliot Point options are the only ones to carry forward....

Jerry Finrow

**I-015-001**

Thank you for your comments identifying your support of the Elliot Point alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20ferry%20...> 2/1/2012

**WSF Mukilteo Comments**

**From:** agnew.jim4@gmail.com [agnew.jim4@gmail.com] **Sent:** Tue 2/21/2012 11:21 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/21/2012 11:21:33 AM

=====My Contact information=====

Name: jim agnew  
E-mail: agnew.jim4@gmail.com  
Phone: (360) 579-1006  
Street Address: 8397 sandyhook dr  
City: clinton  
State: WA  
Zip Code: 98236

===== My Question/Comment/Complaint =====

Build a bridge. Nothing you do will as far as a ferry will help the people of Whidbey island. It's over a \$100 for tickets that don't even last two weeks. Try commuting every day, waiting 2 hours in the summer and the price does nothing but go up. It's time to build a bridge, no way around it.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 6.0) AppleWebKit/535.11 (KHTML, like Gecko) Chrome/17.0.963.56  
Safari/535.11

I-016-001

**I-016-001**

Thank you for your comment. Appendix E, Alternatives No Longer Considered, in the Final EIS documents that a floating or elevated bridge across Possession Sound between Mukilteo and Clinton was considered but not studied further. The shore-to-shore span of the bridge would be approximately 2.76 miles, not including the support structures. This span would be approximately 70 percent longer than the longest span currently in existence. This concept is not feasible because of potential environmental impacts and the high cost for such a structure. Appendix E also describes the screening evaluation measures and results for the project.

Additionally, the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010) documents a bridge across Puget Sound was an alternative evaluated but not carried forward.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**WSF Mukilteo Comments**

**From:** Cougar@CasaDelGato.Com [Cougar@CasaDelGato.Com] **Sent:** Wed 2/1/2012 9:47 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/1/2012 9:47:19 AM

=====My Contact information=====

Name: John Lussmyer  
E-mail: Cougar@CasaDelGato.Com  
Phone:  
Street Address:  
City: Greenbank  
State: WA  
Zip Code: 98253

===== My Question/Comment/Complaint =====

**I-017-001**

Looking at the Mukilteo Multimodal Terminal options, I get the idea that you guys REALLY don't like people using the train.  
Elliot Point #2 is the only one that reduces the (LONG) walk from the Ferry to the Train station - but it looks like you made it so that people being dropped off for the train have to walk a long distance instead.

**I-017-002**

I also REALLY hope that you guys make provisions for businesses (specifically an Ivar's fish bar!) to be reasonably accessible from the holding area in whatever configuration you end up with.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 6.1; WOW64; rv:9.0.1) Gecko/20100101 Firefox/9.0.1

**I-017-001**

Multimodal connections, including improved connections to the train, are a key element of the project's purpose and need. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. With the Preferred Alternative, the distance from the Ferry to Mukilteo Station would be approximately 1,040 feet. People being dropped off near the transit center would need to walk about 970 feet to reach Mukilteo Station. This distance would be a little longer for people being dropped off on the west end of the general public parking or a little shorter if people are dropped off in the Sounder patron parking area. Section 3.3.3 in the Final EIS updates the estimated walk distances for the alternatives.

**I-017-002**

The new terminal will not include space for private businesses as part of its design. There may be opportunity for new development on the Mukilteo Tank Farm, but such development would be independent of this project.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/1/2012

**WSF Mukilteo Comments**

**From:** keven.greenfield@gmail.com [keven.greenfield@gmail.com] **Sent:** Thu 2/23/2012 10:39 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/23/2012 10:39:40 AM

=====My Contact information=====

Name: Keven Greenfield  
 E-mail: keven.greenfield@gmail.com  
 Phone: (425)299-2150  
 Street Address: 1110 2nd Street  
 City: Mukilteo  
 State: WA  
 Zip Code: 98275

===== My Question/Comment/Complaint =====

**I-018-001** | There are two significant issues not being addressed in the the four proposed options. \$60M to \$165M is too much money to spend on incomplete solutions to the issues with SR525 traffic and the Mukilteo Waterfront.

1.0 The two lane portion of SR 525 is completely inadequate for current traffic of two million annual vehicles (WSF 2011 statistic), let alone proposed increases. It passes through an area with two schools, a post office and hundreds of houses, some of which require left turns across Ferry traffic to access. Backup of peak Ferry traffic on the road isn't the issue, the volume of traffic in a residential/school area is.

**I-018-002** | 2.0 Both Elliot Point options turn prime NW waterfront into a parking lot, not even for people enjoying the area, but SR525 through transit. Beachfront access is minimal and this resource is essentially wasted in favor of a parking lot with a view. "No Build" and "Existing Site Improvements" are needed to stop cars from falling into the Sound from old docks, but are are expensive band-aids.

There has been a great deal of good work done framing the opportunities and options, but before we spend any money, let's get the complete solutions defined.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_7\_3) AppleWebKit/534.53.11 (KHTML, like Gecko)  
 Version/5.1.3 Safari/534.53.10

**I-018-001**

The estimated cost range for the Preferred Alternative is discussed in section S.4 in the Final EIS. The budget for the Mukilteo Multimodal Project is \$90.1 million, including a mix of state and federal funds. To date, WSDOT has secured \$29 million in federal grants and current federal funding will allow the Ferries Division to complete the Final EIS. Because of its multimodal emphasis, the project is competitive for securing additional federal funding once the EIS process is complete.

Your concern about traffic volumes on SR 525 is understood. WSDOT is working with the City of Mukilteo and other local agencies to address public safety concerns. In considering future projects on corridors such as SR 525, WSDOT seeks to operate these corridors efficiently and manage demand before strategically adding capacity. At this time, adding additional lanes to SR 525 between Paine Field and the Mukilteo Terminal is not part of the Mukilteo Multimodal Project. The purpose of this project is to provide safe, reliable, and efficient service and connections at the Mukilteo Terminal between Island County and the Seattle/Everett metropolitan area; please see section 1.4.1 Project Purpose in Chapter 1 of the Final EIS. The multimodal aspect of this project is meant to help address congestion in this area by encouraging the use of various modes of transportation through better connections to transit, rail, and ferries. As noted in Chapter 3, Transportation, the project is not expected to increase vehicle volumes to the ferry compared to No-Build.

**I-018-002**

Thank you for your comments regarding the project alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

effects. The Final EIS identifies additional features for the Preferred Alternative, including landscaping and public shoreline access.

I-019-001

February 17, 2012

WSDOT

Via: email and public hearing

**RE: Mukilteo Multimodal Project - DEIS Comments**

Thank you for the opportunity to provide written comment in regards to the proposed Mukilteo ferry relocation project. I am a Mukilteo resident and former urban planner. Based on my reading of the draft environmental impact statement, I think the Elliot Point 1 option does the best job in meeting future demand, maximizing waterfront New Urban redevelopment, and restoring the Japanese Gulch natural resource area.

After reviewing the draft EIS dated January 2012, I would like to submit the following comments to the record:

**Goals:**

- Reduce conflicts, congestion, and safety concerns for bicycles, pedestrians, and motorists (including off-site impacts).
- Accommodate future ferry demand increases of 73% and facilitate a possible second slip.
- Improve Homeland Security and seismic deficiencies.
- Improve current transit facilities and accommodate future demand.
- Increase safety for pedestrians using the ferry and waterfront.
- Protect cultural and environmental resources.
- Maintain existing anchor businesses along waterfront and facilitate mixed-use, pedestrian oriented New Urban redevelopment.

**Alternative 1 Benefits:**

- Provides a longer pier and the best option for a future second slip.
- Consolidates parking for rail, shoreline access, and WSF employee parking.
- Maximizes waterfront redevelopment land area; minimizes displacement of existing businesses (1); and, relocates WSF parking out of redevelopment area.
- Is consistent with Vision 2020, the Shoreline Master Plan, and Central Waterfront Alternative.
- Daylights Japanese Creek and partially restores the natural resource with a 50-foot natural buffer.
- Provides an adequate storage queue for 2040 traffic conditions.
- Increases safe public access to the waterfront with sidewalks and marked pedestrian connections.

**I-019-001**

Thank you for your detailed comments regarding the project alternatives and the reasons for your support of Elliot Point 1. Your stated goals are generally consistent with the project's purpose and need. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.



I-019-001

- Improves pedestrian access to transit, ferry terminal and local businesses with clearly marked sidewalks and connections.
- Removes environmental hazards, over time, and potential long-term environmental impacts of entire tank farm area.
- Addresses up-to-date storm water management, seismic and homeland security requirements.
- Removes all daily 525 back-up conflicts with additional First Street storage.

I-019-002

In addition to the looking at the impacts associated with the terminal and waterfront redevelopment, I request that additional emphasis be given to nearby intersections along 525. In particular, I am concerned about the 2040 impacts to the following:

- **Goat Trail Road and 525:** This access is currently very difficult to manage with current ferry traffic. Ferry users stopped in the restricted striped areas usually obstruct site distance. Wait times for access onto 525 are only getting worse. The alternative is to impact local residential streets to get out of the Goat Trail neighborhood instead of more direct access to the nearby major arterial. These represent a significant number of trips and negative impacts to residential uses. A signalized intersection is necessary.
- **76<sup>th</sup> Avenue, Washington Street, and 525:** This intersection is of particular concern at school drop-off and pick-up times. The conflicts between pedestrians, bicycles, school buses, parent drivers, and ferry traffic are bad and getting worse. There are two schools at this location making the conflicts very dangerous and frustrating. With a projected 73% increase in ferry user-ship over the next 20 years, priority needs to be given now to improving the safety and function of access to these schools.

Thank you again for the opportunity to address the proposal. I look forward to a decision that not only addresses the transportation needs of the area, but also the livability and value of our small, but special community.

Best Regards,

Kristin Kirk  
808 10<sup>th</sup> Street  
Mukilteo, WA 98275  
[Ktree3@msn.com](mailto:Ktree3@msn.com)

## I-019-002

Issues related to existing safety and operations deficiencies, and installing a new signalized intersection on the SR 525 corridor would be considered as a separate project by WSDOT and the City of Mukilteo. The Mukilteo Multimodal Project alternative's identify impacts where the multimodal facilities would worsen conditions or where intersections would not meet level of service standards. The transportation analysis in Chapter 3 of the Draft EIS did not specifically analyze the Goat Trail Road/SR 525 intersection, but did analyze the 76th Street W/SR 525 intersection. As described in Chapter 3, Transportation, none of the alternatives would increase ferry vehicle traffic compared to No-Build. The Preferred Alternative, as well as Elliot Point 1, would reduce queuing. In addition, most of the delay at the intersections within the project's study area is due to background growth (general growth in the area), not the Mukilteo ferry terminal.

Please see section 3.7.1, Intersections Projected to Exceed Level of Service Standards, in the Final EIS for a discussion of the intersections projected to fall below level of service standards, and where mitigation measures are warranted.

**WSF Mukilteo Comments**

**From:** lfinlay@halcyon.com [lfinlay@halcyon.com]  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 1/27/2012 4:17:47 PM

=====My Contact information=====

Name: Leanne Finlay  
 E-mail: lfinlay@halcyon.com  
 Phone: 206-310-1477  
 Street Address: PO Box 126  
 City: Freeland  
 State: WA  
 Zip Code: 98249

===== My Question/Comment/Complaint =====

**I-020-001**

I opened a new business on Whidbey Island in the fall of 2005, based on the information per the WSF website, and State funding of more than \$144 Million for the project of a new Mukilteo terminal and 3rd ferry. Perhaps none of us could foresee the crippling economic conditions that started in late 2007, but neither did WSF and the Department of Transportation give adequate notice to the public for the removal of the funding for the Mukilteo work that was planned for completion in 2008/2009. Nor did WSF and the Department of Transportation adequately notify commuters or business owners that they planned to pull the 4 Steel Electric ferries the weekend of Thanksgiving.

**I-020-002**

The WSF/DOT decisions were a major factor in my business losses, in my opinion, equal to the economic losses caused by the recession.

**I-020-003**

I cannot urge you more strongly to build an adequate terminal, add a 3rd ferry, and serve the mobility needs of the millions of vehicles that annually depend on the Clinton/Mukilteo ferries, both now and decades into the future. There will never be as inexpensive time to build as now -- dig deep, and get it done properly.

A bandaidd fix is not acceptable.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0; BOIE8;ENUS)

**I-020-001**

Based on the goals for managing demand in the WSDOT Ferries Division *Final Long-Range Plan* (2009), a third boat is no longer planned for this route.

WSDOT uses a variety of methods for notifying the public of service changes; however, the removal of the steel electric ferries in 2007 was in response to a safety emergency when inspections showed the older vessels were unsafe.

**I-020-002**

Your comment is noted.

**I-020-003**

Thank you for your comments regarding the project alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/1/2012

**WSF Mukilteo Comments**

**From:** lyrice@comcast.net [lyrice@comcast.net]  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 1/27/2012 2:03:24 PM

=====My Contact information=====

Name: Lyle Rice  
E-mail: lyrice@comcast.net  
Phone: 425-319-9893  
Street Address: 8129 46th ave w #B  
City: Mukilteo  
State: WA  
Zip Code: 98275

===== My Question/Comment/Complaint =====

**I-021-001**

The average queue length is totally incorrect. On average the shoulder queue is regularly extending south PAST Goat Trail road. On weekends it is normal to be up to the middle school. During late spring/summer traffic on 525 is heavily impacted as traffic is generally past the middle school blocking traffic all the way back to 92nd st.

**I-021-002**

Any improvement project needs to look at a way to move the traffic off 525 north of 92nd st -- similar to Edmonds-Kingston. Or a way to double the holding area size.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0)

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/1/2012

**I-021-001**

Queue lengths do vary throughout the year. Figure 3-2 in the Draft and Final EIS, depicts the existing queue lengths along SR 525 and notes that the conditions on the figure are: "As observed December 2010 for weekday evenings. Longer queues often reported on weekends, holidays, and during summer months."

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce impacts, or improve other benefits. The refinements include shifting the layout of the transit center, ferry berth, and several terminal buildings to provide more room to store vehicles in holding lanes, which would help shorten the length of typical queues back onto SR 525. Please refer to Chapter 2 of the Final EIS for additional information about the refinements to the Preferred Alternative.

**I-021-002**

The purpose of the Mukilteo Multimodal Project is to improve operations and facilities serving the mainland terminus of the Mukilteo-Clinton ferry route. Improvements to SR 525 north of 92nd Street SW are beyond the scope of the project and defined by the purpose and need. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

The holding area for the Preferred Alternative has been modified to accommodate up to 266 vehicles, but a doubling of its capacity would exceed system standards, increase costs, and worsen overall environmental effects. Please see the Final EIS for more information on the design refinements for the Preferred Alternative.

**WSF Mukilteo Comments**

**From:** michaelbesch@msn.com [michaelbesch@msn.com] **Sent:** Sun 2/19/2012 8:55 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/19/2012 8:55:34 AM

====My Contact information====

Name: Michael Besch  
E-mail: michaelbesch@msn.com  
Phone: 206.310.5570  
Street Address: 6616 Anderson Rd  
City: Clinton  
State: WA  
Zip Code: 98236

==== My Question/Comment/Complaint =====

**I-022-001** I am in favor of Elliott point 1 or 2

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; Trident/5.0)

**I-022-001**

Thank you for your comments regarding the project alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**WSF Mukilteo Comments**

**From:** sportsjunkie101@hotmail.com [sportsjunkie101@hotmail.com] **Sent:** Fri 1/27/2012 7:58 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 1/27/2012 7:58:34 PM

=====My Contact information=====

Name: Nathan Larsen  
E-mail: sportsjunkie101@hotmail.com  
Phone:  
Street Address:  
City: Edmonds  
State: WA  
Zip Code: 98020

===== My Question/Comment/Complaint =====

**I-023-001** | I really like plans 2 and 4 (existing Site Improvement and Elliot Point 2). I just worry about what will become of the Ivars there. I like the small town feel, but have felt for a while that there is just too much going on at the waterfront when the ferry is in.

**I-023-002** | Of the two Elliot Point options, Number 2 is by far better in my opinion. Not having to loop around for waiting on the ferry and it appears to require less building out in the water.  
I feel like either of the Elliot point options however, take away from the small town feel of the waterfront, one could get on the ferry and miss the Ivars and the lighthouse.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 6.1; WOW64) AppleWebKit/535.7 (KHTML, like Gecko) Chrome/16.0.912.77 Safari/535.7

**I-023-001**

Thank you for identifying your preference for Existing Site Improvements and Elliot Point 2. The Ivar's would be displaced by the Existing Site Improvements Alternative, but would remain with the Elliot Point 2 Alternative.

**I-023-002**

Thank you for your comments regarding the project alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/1/2012

#### WSF Mukilteo Comments

**From:** Gregory's [nc.gregory@frontier.com] **Sent:** Tue 2/21/2012 10:04 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Scuba consideration  
**Attachments:**

**I-024-001** I don't know if it is possible to include consideration of scuba diving in the ferry terminal choices but please remember that the beach at the north end of the Silver Cloud Inn is considered to be a prime recreational dive training and exploration site. On one hand the old ferry dock site would potentially become "in bounds" (could underwater reef structures be placed when the dock is removed??). Clearly the tank farm options put much of the underwater landscape to the north out-of-bounds to avoid ferry / diver interference.

Underwater landscape to the north of the entry beach:

- primarily sand slopes with many flat fish on the surface
- areas of rubble and old pilings from legacy beach development - these sites are where most crab and juvenile fish are found
- the oil dock itself provides a HUGE habitat for muscles, worms of various types and, at times, hundreds of dungeness and red rock crab. We have also noted a recent increase in the number of rat fish under the dock.

**I-024-002** While we all realize that the dock sits on creosote piling - clearly it has become a habitat in its own rite. Please consider that some type of replacement habitat should be provided (unlike the removal of the Edmonds oil dock where I am told the previous sea life populations have simply disappeared).

Sincerely,

Norman and Clarice Gregory  
 nc.gregory@frontier.com

#### I-024-001

The Preferred Alternative, a modified version of the Elliot Point 2 Alternative, would not change access to the beach near the Silver Cloud Inn. Current plans for the Mukilteo Multimodal Project do not include SCUBA diving enhancements, such as underwater structures.

#### I-024-002

Removal of creosote-treated piles and any encountered contaminated soils under the pier would be beneficial to the environment in the long run. Mitigation for project effects will be developed in consultation with tribes and regulatory agencies, and implemented to comply with state, local, and federal regulations. Please see section 4.12, Ecosystems, of the Final EIS for an updated discussion.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Scuba%20considera...> 2/24/2012

**WSF Mukilteo Comments**

**From:** SpencerIpr@gmail.com [SpencerIpr@gmail.com] **Sent:** Sat 2/18/2012 5:34 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/18/2012 5:34:19 AM

====My Contact information=====

Name: Pat Spencer  
E-mail: SpencerIpr@gmail.com  
Phone: 520.825.6635  
Street Address: 64487 E. Galveston Lane  
City: Tucson  
State: AZ  
Zip Code: 85739

==== My Question/Comment/Complaint =====

**I-025-001** My grandfather, Wilson VanHorn (Van) Baker, owned the Ferry Lunch and Hotel adjacent to the original ferry dock. He used to carry meals for the crew onto the boats. When there was heavy fog, he would guide the ferry boats into the slip by beating on a huge thickly crusted circular saw with a heavy iron hammer. That was in the early 30's. Back in the day!

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0; BOIE9;ENUSSEM)

**I-025-001**

Thank you for sharing this piece of Mukilteo history. WSDOT and FTA hope that the Mukilteo Multimodal Project provides more ferry history in Mukilteo.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**WSF Mukilteo Comments**

**From:** patricia\_burke1@comcast.net [patricia\_burke1@comcast.net] **Sent:** Mon 2/20/2012 4:23 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/20/2012 4:23:05 PM

=====My Contact information=====

Name: Patricia J Burke  
E-mail: patricia\_burke1@comcast.net  
Phone: 425 355 5800  
Street Address: 1427 100th St. SW, Space 156  
City: Everett  
State: WA  
Zip Code: 98204

===== My Question/Comment/Complaint =====

**I-026-001** | I am in favor of the Elliot Proposal #1. It will open up the way from the ferry terminal to the Mount Baker terminal and will give the waterfront life -- not just new life, but life.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; Trident/5.0)

**I-026-001**

Thank you for your comments regarding the project alternatives and identifying your preference. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012



**WSF Mukilteo Comments**

**From:** Patricia Francisco [Patricia61@whidbey.com] **Sent:** Fri 2/10/2012 12:05 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Elliot point 2  
**Attachments:**

**I-027-001**

Seems that Elliott point 2 makes the most sense and would clean up the water front. The clip did not say how much this would be compared to the others. But cleaning up the existing tank farm seems a good plan for everyone.  
Patricia Francisco

**I-027-001**

Thank you for your comment identifying your preference for Elliot Point 2. The presentation materials at meetings were intended as a summary; the Draft EIS itself provided additional information. Financial information can also be found on WSDOT's website:  
<http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/>.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Elliott%20point%20...> 2/16/2012

**WSF Mukilteo Comments**

**From:** Phil Thornton [pthornton@firedistrict1.org] **Sent:** Thu 2/23/2012 2:45 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal terminal EIS  
**Attachments:**

**I-028-001**

As a third generation Whidbey Islander who has used this ferry route for sixty plus years and still commutes across this route daily I can only say it is long overdue to address the many deficiencies of the existing Mukilteo terminal. However, if a 2<sup>nd</sup> landing slip and increased lanes on either SR 525 or an alternate route up Japanese gulch to SR 526 to provide vehicle access to that slip are not included in the new terminal the planned improvements will remain too little too late to deal with the expected(73%?)

Projected growth in usage of this terminal. If funding delays make choosing between increased vehicle capacity and increased passenger traffic necessary, my vote is for more vehicle capacity first, more passenger capacity as funding allows later.

Phil Thornton,

Facilities Maintenance Specialist

Spokane County Fire District 1

12425 Meridian Avenue South

Beverett, WA 98208

425-754-5258

pthornton@firedistrict1.org

**I-028-001**

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. As described in Chapter 1, the purpose and need is focused on meeting future demand through multimodal connections rather than increasing vehicle capacity. Therefore, major new regional routes to the Mukilteo waterfront would be beyond the scope of the project. The Preferred Alternative's design can accommodate a second slip should WSDOT decide to build one in the future; however, it is not part of the current project.

Access through Japanese Gulch was considered earlier, but was dropped from further analysis due to extensive environmental impacts. Appendix E, Alternatives No Longer Considered, in the Final EIS documents the alternatives considered but not studied further and describes the screening evaluation measures and results for the project. Additionally, the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>) documents the project's development of concepts and alternatives.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**WSF Mukilteo Comments**

**From:** richard\_burke2@comcast.net [richard\_burke2@comcast.net] **Sent:** Mon 2/20/2012 3:33 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/20/2012 3:33:53 PM

=====My Contact information=====

Name: Richard Burke  
E-mail: richard\_burke2@comcast.net  
Phone: 425-355-5800  
Street Address: 1427-100th Street SW Space # 156  
City: Everett  
State: WA  
Zip Code: 98204

===== My Question/Comment/Complaint =====

**I-029-001** | I would like to see Elliot 1 proposal be approved. Opening up the waterfront with 4 lane highway from the new ferry terminal to Mt. Baker terminal very appealing.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0)

**I-029-001**

Thank you for identifying your preference for Elliot Point 1. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

The Preferred Alternative would extend First Street from SR 525 to the Mount Baker railroad crossing. Once the shoreline access area near the Mount Baker Terminal is open, pedestrians and bicyclists would be able to access the waterfront using this crossing.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**WSF Mukilteo Comments**

**From:** Scott Anderson [scottba@msn.com] **Sent:** Wed 2/22/2012 2:55 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** New Mukilteo Terminal  
**Attachments:**

**I-030-001** I am intermittent user of Mukilteo Ferry run and visit Mukilteo for recreation and dining.

Looking at the cost and footprint of the various options, I strongly recommend Elliot Point 2. The no-build options leaves us in the current ugly traffic situation. The Existing Site Improvements takes out some of the businesses I visit Mukilteo for. Elliot Point 1 wastes waterfront land and taxpayer money.

Elliot Point 2 is a compact plan that creates opportunities for future waterfront development and resolves existing problems. All the Transit is close together with a short walk from one to the other.

Scott Anderson

725 NE 201<sup>st</sup> ST

Shoreline, WA 98155

Home Phone: 206-365-2238

**I-030-001**

Thank you for your comments identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/New%20Mukilteo...> 2/24/2012

**WSF Mukilteo Comments**

**From:** snthicks@whidbey.com [snthicks@whidbey.com] **Sent:** Sun 1/29/2012 5:58 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 1/29/2012 5:58:11 PM

=====My Contact information=====

Name: Suzanne Hicks  
E-mail: snthicks@whidbey.com  
Phone:  
Street Address:  
City: Freeland  
State: WA  
Zip Code: 98249

===== My Question/Comment/Complaint =====

**I-031-001** I would be in favor of the plan 2 where the dock is closer to the present dock. I would be in favor of keeping the old dock to use for emergencies.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 6.1; WOW64) AppleWebKit/535.7 (KHTML, like Gecko) Chrome/16.0.912.77 Safari/535.7

**I-031-001**

Thank you for identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. Maintaining the existing dock in a safe and usable condition would not be viable, as a complete replacement would be needed, and would also preclude potential redevelopment of the existing terminal area.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/1/2012

**WSF Mukilteo Comments**

**From:** ted@ted4mukilteo.com [ted@ted4mukilteo.com] **Sent:** Thu 2/23/2012 6:41 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/23/2012 6:41:03 AM

=====My Contact information=====

Name: Ted Wheeler  
 E-mail: ted@ted4mukilteo.com  
 Phone: 206.383.0665  
 Street Address: PO Box 912  
 City: Mukilteo  
 State: WA  
 Zip Code: 98275

===== My Question/Comment/Complaint =====

**I-032-001**

Elliot Point 1 is the most reasonable and safest option. This plan keeps the traffic at the docks where it should be instead of having the traffic line up the speedway causing havoc with the everyday functions of the city of Mukilteo. As we know the growth of the traffic with any of the other options just add to the speedway back up. If the state has in mind the safety of the people in Mukilteo we can not keep the ferry where it is now. During the peak times in the summer we have the back ups that cause unsanitary conditions when the cars are lined up the speedway and they can't get out to relieve themselves. Some still can't hold it until they get on the ferry. Now the residents are disturbed or the bushes are. We have traffic backing up the hill all the way to 84th at times and how does that effect the EMT's from their response time now. Do you want to be the one where your parent needs to get medical attention and the EMT's can get to their home as quickly as they should? Are you one that rides your bike on the speedway and nearly gets hit because the traffic is back up and the turning vehicles don't see you at the intersection? The state has a highway going through Mukilteo and has to look at the best way to get the traffic to the ferry the safest way. By doing this the only way is to control the flow coming and going to the ferry and Elliot Pt 1 may not be perfect but it seems the best option. Keep the congestion at the docks! The state is great at having beautiful facilities and architecture, including landscaping. We know you will make it not only functional but beautiful.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; Trident/5.0)

**I-032-001**

Thank you for your comments regarding the project alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

The Preferred Alternative would reduce the ferry queue along SR 525 during peak travel times because it increases the holding area. Queues would also be shortened by optimizing transaction time at toll booths and when all four toll booths are open.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**WSF Mukilteo Comments**

**From:** teg24601@gmail.com [teg24601@gmail.com] **Sent:** Fri 1/27/2012 2:11 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 1/27/2012 2:11:35 PM

=====My Contact information=====

Name: Thomas Gill  
E-mail: teg24601@gmail.com  
Phone: (360)632-2268  
Street Address: 888 Decker Ave  
City: Langlely  
State: WA  
Zip Code: 98260

===== My Question/Comment/Complaint =====

**I-033-001** Elliot Pt. 1 and The Existing Site improvements are the only viable options. Elliot Pt. 2 has criss-crossing traffic which will cause issues. I would like WSDOT to consider in addition to improving the ferry dock and holding lanes, that some modification/replacement of the existing approach bridge and roadway should be considered, including replacing the highway bridge, with one that takes the ferry bound traffic directly over the railroad and avoiding any traffic controls, also a fly-over ramp for traffic coming off of the ferry would improve traffic flow.

**I-033-002** WSDOT also should consider the full re-routing of SR-525 to avoid Mukilteo entirely, as it is a residential area, and the traffic is not compatible with the community. A new approach within the Japanese Creek gulch would help alleviate traffic issues, as would an approach along the waterfront, either from Everett or Harbour Pointe. In addition to these comments, WSDOT needs to work hard to secure 7-day-a-week Sounder Service, outside of normal work hours so people can use it as a viable alternative to driving.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 5.1; rv:9.0.1) Gecko/20100101 Firefox/9.0.1

**I-033-001**

Thank you for your comments about the project alternatives. The Mukilteo Multimodal Project does not include modification or replacement of SR 525 bridge or roadway. Rather the focus of the project is to improve operations and safety at the ferry terminal, which is an independent issue.

**I-033-002**

The purpose of the Mukilteo Multimodal Project is to improve the safety and reliability of operations and facilities serving the mainland terminus of the Mukilteo-Clinton ferry route. Re-routing SR 525 and creating a new roadway in Japanese Gulch is outside the scope of the Mukilteo Multimodal Project. As stated in Chapter 1, Purpose and Need, most future growth is to be met through improved multimodal system functions, rather than increasing vehicle use alone. Appendix E, Alternatives No Longer Considered, in the Final EIS documents the alternatives considered but not studied further and describes the screening evaluation measures and results for the project. Additionally, the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>) documents the project's development of concepts and alternatives, and how access through Japanese Gulch was considered.

Sound Transit is the agency responsible for Sounder service and determining the train schedules, which are developed in coordination with BNSF.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/1/2012

**WSF Mukilteo Comments**

**From:** Timcoulter41@gmail.com [Timcoulter41@gmail.com] **Sent:** Sun 2/19/2012 9:23 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/19/2012 9:23:34 AM

=====My Contact information=====

Name: Tim Coulter  
 E-mail: Timcoulter41@gmail.com  
 Phone: 425 315 0999  
 Street Address: 6643 Waterton Circle  
 City: Mukilteo  
 State: WA  
 Zip Code: 98275

===== My Question/Comment/Complaint =====

**I-034-001** We recommend option 1 with future consideration of running ferry traffic through Japanese Gulch in order to remove excess traffic off the Speedway.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (iPad; CPU OS 5\_0\_1 like Mac OS X) AppleWebKit/534.46 (KHTML, like Gecko) Version/5.1 Mobile/9A405 Safari/7534.48.3

**I-034-001**

Thank you for your comments. The purpose of this project is to improve the safety and reliability of operations and facilities serving the mainland terminus of the Mukilteo-Clinton ferry route. Re-routing SR 525 and creating a new roadway in Japanese Gulch are outside the scope of the Mukilteo Multimodal Project because it is inconsistent with the project's purpose and need, which itself is based on both local and regional land use and transportation plans. As stated in Chapter 1, Purpose and Need, most future growth is to be met through improved multimodal system functions, rather than increasing vehicle use alone. The *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>) documents the project's development of concepts and the alternatives, and how access through Japanese Gulch was considered.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012



You forwarded this message on 2/16/2012 9:15 AM.

#### WSF Mukilteo Comments

**From:** caslea@whidbey.net [caslea@whidbey.net] **Sent:** Thu 2/16/2012 6:21 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/16/2012 6:21:59 AM

=====My Contact Information=====

Name: Tom Leahy  
 E-mail: caslea@whidbey.net  
 Phone:  
 Street Address:  
 City: Freeland  
 State: WA  
 Zip Code: 98249

===== My Question/Comment/Complaint =====

**I-035-001** My choice is Elliot Point #2. Compared to #1 it has a smoother entry to the toll booths and the signaled intersection gives control over the traffic entering the booth area. As I am usually a walk on who uses the bus and the commuter train #2 requires less of a walk to the train.

Elliot Point #1 just seems a "clunky" design for entering the toll booth area and requires a longer walk to the train. "No build" is not an option to me.

**I-035-002** Will either of the Elliot Point designs allow for a three boat service?

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0)

### I-035-001

Thank you for identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

The Preferred Alternative would provide a continuous walkway along the shoreline from the First Street extension to the transit center, and provide a walkway connecting to Mukilteo Station. The Preferred Alternative's design could also accommodate a second slip should WSDOT decide to build one in the future; however, it is not part of the current project.

### I-035-002

Neither of the Elliot Point alternatives would allow for a 3-boat service since their current designs have only one completed slip. However, these alternatives could accommodate a second slip should WSDOT decide to build one in the future.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/16/2012

**WSF Mukilteo Comments**

**From:** mukhoops44@hotmail.com [mukhoops44@hotmail.com] **Sent:** Sat 2/18/2012 1:28 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/18/2012 1:28:39 PM

=====My Contact information=====

Name: Tom Lowery  
E-mail: mukhoops44@hotmail.com  
Phone:  
Street Address: 4605 88th st sw  
City: Mukilteo  
State: WA  
Zip Code: 98275

===== My Question/Comment/Complaint =====

**I-036-001** I STRONGLY support the Eliot pier options. I STRONGLY believe that not only the ferry needs to be relocated, but, as an avid saltwater fishermen who uses the current public launch regularly in the summertime, that facility needs to be relocated as well. About 15 years ago...3 years after moving to Mukilteo...I had a conversation with a Park Ranger from the state of Washington and he told me then that "if you looked at every point in Puget Sound and tried to select the worst one to put a boat ramp on, THIS would be the worst." Please relocate both the ferry and the ramp. Additionally, with recent improvements to the park, MANY fisherman's parking slots have been lost and the traffic in that park is ridiculous in the summers.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 6.0; WOW64; rv:9.0.1) Gecko/20100101 Firefox/9.0.1

**I-036-001**

Thank you for identifying your preference for the Elliot Point alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The public boat launch is outside of the scope of this project and would not be affected by the Preferred Alternative.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

**WSF Mukilteo Comments**

**From:** vderks@comcast.net [vderks@comcast.net] **Sent:** Thu 2/16/2012 5:33 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/16/2012 5:33:49 AM

=====My Contact information=====

Name: Vicki Derks  
 E-mail: vderks@comcast.net  
 Phone: 425-245-3866  
 Street Address: 724 First Street suite 204  
 City: Mukilteo  
 State: WA  
 Zip Code: 98275

===== My Question/Comment/Complaint =====

**I-037-001** My first comment concerns the number of businesses that will be affected. The study refers to one business in the Mongrain building. I have been a business tenant in that building since 2007. In addition to myself there are five other tenants.

I wish there were magical answers to remedy the dangers at 525 and Front street that could be devised with the no build option however I don't believe they exist. Considering every other option removes the Mongrain building it is my belief that the Elliott Point option 2 - the relocation furthest East on the Tank Farm is the best choice for the community as a whole. It is the option that gets the most traffic off of 525 and allows for the greatest opening up of shoreline access. It is also my understanding it has the least potential for artifacts.

The one plan I wholeheartedly oppose is the rebuild in it's current location. Doing so would not only eliminate Ivars which is a tremendous asset to the community, it would totally cut off access to the shoreline.

**I-037-002** Mukilteo has played host to the ferry many years. While I believe most of us wax poetically on it's existence, there is no avoiding the hardship that accompanies it's presence. The obvious issue of traffic stacking up along 525 causing backups through out our community is easy to see.

**I-037-003** Just as burdensome though not as obvious is the tremendous parking shortage. Every evening as the ferry commuters descend upon our community they capitalize on every spot legal and otherwise to park their 'land side' autos. In addition to parking issues, the commuters are so hell-bent on making their ferry they drive very aggressively.

**I-037-004** Mukilteo is a beautiful community and I am proud to have my business here. I think the community has given so much already to the ferry system, the tank farm, the airport all in the interest of public good. I think it's time Mukilteo's good was considered and in my opinion the Elliott Point furthest East relocation is the best option for the community as a whole for now and for the future.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (iPad; U; CPU OS 3\_2\_2 like Mac OS X; en-us) AppleWebKit/531.21.10 (KHTML, like Gecko) Version/4.0.4 Mobile/7B500 Safari/531.21.10

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/16/2012

**I-037-001**

Thank you for identifying your opposition to Existing Site Improvements, and your preference for the Elliot Point 2 Alternative or the "furthest east" option, which is the Elliot Point 1 Alternative. WSDOT appreciates the information about the Mongrain building and tenants. Please refer to section 4.2, Land Use, in the Final EIS for updated information for the properties and businesses affected by the project. All of the alternatives would displace the uses in the Mongrain Building. WSDOT will work with the affected parties to provide compensation and relocation assistance in compliance with applicable regulations. Section 4.2.7 of the Final EIS discusses mitigation measures and the requirements of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 USC 4601) and Washington State Real Property Acquisition Policy Act (RCW 8.26).

**I-037-002**

Both the Elliot Point alternatives would help reduce the queuing along SR 525 since the terminal would be located on the Tank Farm property, allowing for more vehicle holding space off of SR 525 during the peak periods.

**I-037-003**

As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan* (2009), the alternatives are designed to minimize the need for additional driving to the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

The design refinements for the Preferred Alternative avoid impacts to Mukilteo Station's existing parking and relocate the proposed ferry employee parking to the transit center. Chapter 2 of the Final EIS further describes the Preferred Alternative's design refinements.

**I-037-004**

Thank you for your comments.

Why are you interested in the project?

- I live nearby, 2<sup>nd</sup> Street

Please share your comments about each project alternative.

**I-038-001** No-Build/Existing Site Improvements

Make use for the existing farm tanks. Create green walk throughs/paths – memorial for what history is there.

**Elliot Point 1**

Cost of both of these projects will far exceed the projected amounts.

**Elliot Point 2**

Why relocate all the traffic, bus terminals to the front of our beautiful waterfront. Consider all the traffic fumes, noise to the residents.

Name: Anne Payne

Address: 1142 2<sup>nd</sup> Street

City: Mukilteo

State: WA

Zip: 98275

E-mail: [anne.payne@gmail.com](mailto:anne.payne@gmail.com)

**I-038-001**

Thank you for your comments regarding the project alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The purpose of this project is to provide safe, reliable, and efficient service and connections at the Mukilteo Terminal between Island County and the Seattle/Everett metropolitan area; please see section 1.4.1, Project Purpose, in Chapter 1 of the Final EIS.

WSDOT's cost estimates reflect the agency's current best practices for predicting costs based on real-world factors and relative risk, complexity, timing, and scope of each alternative.

The Draft and Final EISs reviewed air quality, noise, and other factors related to the alternatives. The Preferred Alternative includes a promenade, landscaping, and other features to expand public waterfront areas and allow the exiting terminal area to be redeveloped for other uses, consistent with adopted city plans.

**I-039-001** | \*Heard a speaker say that the increase of 73% was to occur in 2040 – the story boards say 2030 – which is it?

**Why are you interested in the project?**

- I live nearby, 917 3<sup>rd</sup> Street, Mukilteo.
- I'm an occasional ferry rider.

**Please share your comments about each project alternative.**

**I-039-002** | **No-Build**  
Preferred by Old Town residents – least environmental impact.

**Existing Site Improvements**

Not worth the extra money

**Elliot Point 1**

Worst option

**Elliot Point2**

2<sup>nd</sup> worst option

No one wants to sacrifice our waterfront for a parking lot and 4-lane highway.

Name: Anonymous

---

### **I-039-001**

The 73 percent increase on the Mukilteo-Clinton route is for 2030 (this represents growth from 2006 to 2030) and can be found in the WSDOT Ferries Division *Final Long-Range Plan*.

### **I-039-002**

Thank you for your comments regarding the project alternatives and for stating your preferences. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**Why are you interested in the project?**

- I live nearby. Up hill.
- Other: Grew up here.

**Please share your comments about each project alternative.**

<b>I-040-001</b>	<p><b>No-Build</b></p> <p>Simply – the ferry is as important to the history of Mukilteo as the lighthouse. Don't move it!</p> <p><b>Please share your feedback on the environmental analysis</b></p> <p>Obviously no build is best.</p> <p><b>Other comments?</b></p>
<b>I-040-002</b>	<p>Why don't you move the ferry to the Scott Park Site? Everett Ave runs right into it. Lots of parking. On – and then you could sell the light house.</p> <p>Name: Anonymous</p> <hr/>

**I-040-001**

Thank you for your comments regarding the project alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**I-040-002**

Alternatives that would move the terminal to locations outside Mukilteo were previously considered and screened out because they would not improve transportation conditions and would not meet the purpose and need. Please see the Final EIS Appendix E, Alternatives No Longer Considered, for more information about how the alternatives analyzed in the Draft EIS were developed. Additionally, the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>) documents the project's development of concepts and alternatives.

**Why are you interested in the project?**

- I'm a regular ferry rider: Childcare, 2x's a week

**Elliot Point 2**

**I-041-001** | I like this. We have to do either Elliot Point 1 or 2. I prefer this; it's not so far from main areas and it costs less.

Name: Anonymous

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**I-041-001**

Thank you for your comments regarding the project alternatives and your preference. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.



**Why are you interested in the project?**

I live nearby. If so, where? Clinton.

I'm a regular ferry rider. Primary trip purpose: Work

**Please share your comments about each project alternative.**

**I-042-001**

**Elliot Point 2**

Best option – (Transportation connections) both Elliot Point 1 and 2 are missing an important design component.

**Other comments?**

This is not just a numbers counting problem – decent human environment needs to be part of the solution. (cafes, boardwalks, etc.)

Name: Anonymous

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**I-042-001**

Thank you for your comments regarding the project alternatives. The purpose of the Mukilteo Multimodal Project is to provide safe, reliable and efficient service and connections for those traveling between Island County and the Seattle-Everett metropolitan area and beyond. For these reasons, improvements are focused on the terminal building, ferry operations and intermodal connections.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Preferred Alternative does include a continuous walkway along the shoreline.

**Why are you interested in the project?**

- I live nearby, Langley.
- I'm a regular ferry rider. Primary trip purpose: Work, other

**Please share your comments about each project alternative.**

**I-043-001**

**No-Build**

I believe the dock needs to be moved to enhance public transportation options. The walk to the Sounder is too far and could discourage use of such transit options.

**Existing Site Improvements**

Same cost as Elliot Point 2 but would require closing local restaurants.

**Elliot Point 1**

I think this plan has a larger footprint and therefore more impact on the shoreline.

**Elliot Point 2**

I like this alternative because of the proximity to transit options. I believe this is important to encourage use of public transportation especially with the size of expected growth.

**Please share your feedback on the environmental analysis**

Looks good

**Other comments?**

**I-043-002**

I would like to see some parking provided for people who walk on to visit Whidbey Island. Many people who walk on to visit Whidbey Island. Many people who drive their cars because there is no overnight parking or street parking in Mukilteo. The parking should be very reasonable to encourage people to leave their cars (for short periods of time – 2-3 days maximum).

Name: Anonymous

**I-043-001**

Thank you for your comments regarding the project alternatives including your preference and key observations. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**I-043-002**

As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan* (2009), the alternatives are designed to minimize the need for additional driving to the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

**Why are you interested in the project?**

- I live nearby. 6555 Humphrye Rd, Clinton.
- I'm an occasional ferry rider

**Please share your comments about each project alternative.**

**I-044-001**

**Elliot Point 2**

Even though this is more expensive, I feel that in the long run this will be the better choice. You get what you pay for.

Name: Anonymous

---

**I-044-001**

Thank you for your comments regarding the project alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Why are you interested in the project?

- I live nearby, Clinton.
- I'm an occasional ferry rider

Please share your comments about each project alternative.

I-045-001

No-Build

No

Existing Site Improvements

No

Elliot Point 1

Ok, but too spread out for walkers.

Elliot Point 2

The best alternative. It would provide for expected growth of ferry traffic.

Please share your feedback on the environmental analysis

Due diligence.

Name: Anonymous

Email: [sharonco2002@yahoo.com](mailto:sharonco2002@yahoo.com)

### I-045-001

Thank you for your comments regarding the project alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Why are you interested in the project?

- I live nearby. Island
- I'm an occasional ferry rider

Please share your comments about each project alternative.

**No-Build**

**I-046-001** | Why is there not a holding area at tank farm to get cars off 525 waiting for boat. If do this add rest rooms.

Name: Anonymous

---

**I-046-001**

The No-Build Alternative would include just minor improvements to the existing ferry terminal; the Mukilteo Tank Farm would not be used at all.

**Why are you interested in the project?**

- I live nearby, 3<sup>rd</sup> Street.
- Other: I am a transit commuter and local pedestrian.

**Please share your comments about each project alternative.**

**I-047-001**

**No-Build**

Preferred alternative.

- 1.) I think WSF should adopt a reservation system for this location like the Keystone – Pt. Townsend route. This option has less of a negative input to! Pedestrians, surface water runoff, noise, air quality (car fumes).
- 2.) Adopting a reservation system has improved the quality of life in Pt. Townsend, also the ferry experience by reducing/removing backups.
- 3.) Pavement is not the solution.
- 4.) Business closure is not the solution.
- 5.) Replace in kind, the dock
- 6.) Widen the transit center in back. Mukilteo needs to stop the sale of parking for non-use (ferry riders)

**I-047-002**

- 7.) Proper zoning and land use code enforcement would benefit the highest and boost the sale of parking for non-use of commercial properties on site.

**Please share your feedback on the environmental analysis**

**I-047-003**

Where are the results of the collaboration with tribes and artifact research demonstrated?

**Name:** Barbara Faris-Bateman, AIA

**Organization:** Transit Engineer, Metro Transit King County

**Address:** 1124 3<sup>rd</sup> St.

**City:** Mukilteo

**E-mail:** I am already on your list, thanks.

---

**I-047-001**

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified the Elliot Point 2 Alternative as the Preferred Alternative. Please see the Final EIS for updated information on the alternatives and their environmental effects.

The Preferred Alternative includes many of the elements you recommend, but the decision to implement a reservation system is a separate operational issue. WSDOT is evaluating candidates for the reservation system on routes throughout the ferry system to determine where reservations would be most effective.

**I-047-002**

The Final EIS discusses the displacement of businesses, and parking currently used by business, in section 4.2, Land Use. Each alternative is evaluated in terms of the extent to which it accommodates the City of Mukilteo goals for a mix of commercial and residential uses in the downtown and waterfront sub-areas. The City of Mukilteo zoning requirements for parking would be met by the ferry terminal and any future development that may occur in the vicinity.

**I-047-003**

Section 4.6 of the Final EIS presents the cultural resources in the study area and potential effects to them. This section also describes the coordination efforts with tribes and other parties with the responsibility to protect cultural resources. The Section 106 Memorandum of Agreement is included as Appendix J to the Final EIS.

5. Betty Nichols

I-048-001

9 MS. NICHOLS: I'm Betty Nichols, and I guess  
10 I represent the grandparents on the island. There are  
11 plenty of us who have grandchildren who come across, who  
12 have children come across, and there's no place for  
13 overnight parking. There's no place to catch your  
14 grandkids, have them come on the island and stay with  
15 you.  
16 Also, as we get older, that walk to transportation  
17 is inhibited when it's a quite a bit longer. So I would  
18 voice that project No. 2 is probably the best one.

**I-048-001**

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan* (2009), the alternatives are designed to minimize the need for additional driving to the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

11. Charlie Pancerzewski

**I-049-001**

5 MR. PANCERZEWSKI: I'm Charlie Pancerzewski.  
6 I live on Sixth and Church. We've lived here in Mukilteo  
7 for 43 years now in Old Town, so we've had plenty of time  
8 to see the ferry traffic increase and with the problems  
9 that have occurred from it.  
10 One of the things that I don't see in many of these  
11 plans and the environmental impact is the impact of other  
12 growth that will happen as a result of whatever the  
13 ferries do here.  
14 If I were a private owner of the tank farm, and I  
15 came in and said I was going to utilize a large portion  
16 of it for two and a half million cars a year, I would  
17 have to provide a traffic plan not only for what I use it  
18 for, but also for the uses that would be in addition to  
19 that on the same property.  
20 You also have the current existing ferry property  
21 that will be used partly for other purposes if the ferry  
22 reaches the tank farm, and those other purposes will  
23 incur additional traffic needs as far as us going in and  
24 out of the properties. I don't see any of that addressed  
25 here, but I think the overall plan should be included in  
15  
1 the EIS.

**I-049-002**

2 We're putting the additional traffic light in on the  
3 speedway. Of course, that's necessary if you have to  
4 exit from the tank farm property because all of those  
5 cars have to go up the speedway for the most part, and  
6 you can't have traffic going back and forth on the  
7 speedway while the exodus is taking place.  
8 You also have the traffic light on Fifth, which is  
9 only a block or so above it. And we've seen in the  
10 summertime in particular with the traffic lights turning  
11 red for up and down traffic so that the Fifth Street  
12 people can get out onto the speedway that it backs up way  
13 beyond where I live.  
14 And, frankly, it takes me five to seven minutes to

## **I-049-001**

To develop travel forecasts for a roadway and ferry network, two demand models were used:

1. The Ferries Division Long-Range Plan 2009-2030 model was used to determine ferry ridership and distribution of ferry passengers.
2. The Puget Sound Regional Council (PSRC) 2040 Regional model was used to determine traffic forecasts for the state and regional roadway network.

The Mukilteo Multimodal Project would not create growth; its operations are not expanding (see section 3.3.1 of the Final EIS) and the increase in ridership is what is expected regardless of whether a new terminal is built or not.

The Final EIS discusses future planned projects in the area and the potential impacts of those projects when combined with the Mukilteo Multimodal Project for each resource discussed in the document. You can find these discussions within the "Cumulative Effects" subsections in Chapter 3 and Chapter 4.

## **I-049-002**

WSDOT would monitor and maintain the signals at the First Street Extension and 5th Avenue intersections with SR 525 to optimize traffic flow. As described in section 3.3.1 of the Final EIS (see Figure 3-6), the queue lengths from the toll booths would be reduced with the Preferred Alternative (a modified version of Elliot Point 2) and Elliot Point 1 Alternative, compared to the 2040 No-Build Alternative. Because these two alternatives propose to relocate the existing ferry terminal to the east, the queue lengths on SR 525 are anticipated to be shorter compared to today. The queue length on SR 525 would increase slightly with the Existing Site Improvements Alternative.



I-049-002

15 get out of my property onto Sixth, particularly if I want  
16 to go down the speedway instead of up the speedway. And  
17 the only way to do that sometimes is to go up the  
18 speedway, turn around and come back down in order to get  
19 to the waterfront area.  
20 I heard one gentleman in here earlier say that we're  
21 all used to this, and that's it's no problem. Everybody  
22 is used to the ferry traffic. Perhaps he doesn't get out  
23 into the ferry traffic that often, but we do. We've  
24 certainly seen the impact of it, and it's been increasing  
25 significantly in the last two years.  
16  
1 So I think the best needs to address is the overall  
2 traffic problem from what the ferry is supposed to do,  
3 and not just deal with the ferry traffic by itself.

Among the refinements made to the Preferred Alternative, which are described in Chapter 2 of the Final EIS, the holding area was expanded to have the capacity of up to 266 vehicles. This also helps to reduce the queues from extending onto SR 525.

7. Cheri Filion

I-050-001

8 MS. FILION: My name is Cheri Filion, and  
9 that's F-I-L-I-O-N. I'm a long-time Whidbey part-time  
10 resident, and I use this ferry on a regular basis.  
11 It's interesting to see that none of these  
12 alternatives really are perfect alternatives. There  
13 seems to be drawbacks to each one of them. And trying to  
14 figure out which one is the best and has the fewest  
15 drawbacks or the most benefits to offset the drawbacks is  
16 really the challenge.  
17 One thing, however, that I have not heard is anybody  
18 talk about reducing the wait time. There is still only  
19 going to be one ferry coming in every half hour.  
20 So they're going to build a place to put all the  
21 cars that are projected for the future, but they're not  
22 going to reduce the wait. And as we all know, that wait  
23 is what's creating the line up the hill, the line down by  
24 the dock, the lines on the other side, and nothing has  
25 talked about that particular issue, which makes my life  
10  
1 going up to Whidbey Island and back into Seattle much  
2 enhanced.  
3 And I learned to work around it over the years,  
4 picking my times very carefully, but it is a challenge.  
5 And I should think that that needs to be looked at if  
6 we're going to put one and a half to two -- what is it --  
7 150 million dollars into building a new terminal for  
8 Mukilteo on this side of the ferry.

I-050-001

Thank you for your comments on the Mukilteo Multimodal Project.  
Currently, changes in ferry schedule for the Mukilteo-Clinton route are  
not proposed.

WSDOT has identified a modified version of the Elliot Point 2 Alternative  
as the Preferred Alternative. This decision was based on several factors  
including comments from members of the public, agencies, and tribes,  
and the alternative's ability to meet the project's purpose and need while  
providing the best balance of environmental benefits compared to  
effects.

Several refinements to the Preferred Alternative have been identified to  
further improve its ability to meet the purpose and need, reduce impacts,  
or improve other benefits. Reliability improvements are designed to  
reduce waits because late boats increase wait time and lines. Multimodal  
connections also reduce wait time because fewer people would need to  
drive on in order to make the trip. Please see Chapter 2 of the Final EIS  
for information about the design refinements.

**Why are you interested in the project?**

- I live nearby, Seattle and Clinton.
- Other: Live in Seattle, second home on Whidbey.

**Please share your comments about each project alternative.**

**I-051-001**

**No-Build**

Don't leave as is. We need to move into the future.

**Existing Site Improvements**

Better, but not by much.

**Elliot Point 1**

This is preferred choice due to traffic holding. I don't like the extended ferry dock or length of walk to some of the transit. But much preferable to existing dock. Also has good car waiting area.

**Elliot Point 2**

Good access to transit, and shorter dock. Issue: how to expand holding area in future.

**Other comments?**

**I-051-002**

A. Ferries should be part of Washington State road system. The same as bridges, highways, and the passes, and supported by the same taxes. Ferries aren't step children.

**I-051-003**

B. None of these plans look to reduce the wait time for the ferry. Still only 1 boat every 30 minutes. All ferry riders will still be waiting hours and hours in line.

Already on email list.

Name: Cheryl L. Filion

Address: 1133A 10<sup>th</sup> Ave E

City: Seattle

State: WA

Zip: 98102

E-mail: [filioncl@comcast.net](mailto:filioncl@comcast.net)

**I-051-001**

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 1. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce impacts, or improve other benefits. Reliability improvements are designed to reduce waits because late boats increase wait time and lines. Multimodal connections also reduce wait time because fewer people would need to drive on in order to make the trip. Please see Chapter 2 of the Final EIS for information about the design refinements.

**I-051-002**

Comment acknowledged. Washington State Ferries is a division within the Washington State Department of Transportation.

**I-051-003**

The Preferred Alternative's design can accommodate a second slip should WSDOT decide to build one in the future, although the second slip is not part of the proposed action. Chapter 3 of the Final EIS provides a discussion of the direction provided to the project by the WSDOT Ferries Division *Final Long-Range Plan* (2009), and notes the policy guidance provided by the long range plan to determine when a second boat would be added due to excessive waits and lower transportation service levels. However, the number of ferry runs is an independent decision from the terminal improvements, which are focused on improved multimodal connections and improved safety and

security, rather than vehicle capacity expansion. For these reasons, the Mukilteo Multimodal Project does not assume an increase in the ferry schedule for the Mukilteo-Clinton route, which would be made at the point that WSDOT proposed constructing the second ferry slip.

I-052-001

18 MS. TAYLOR: For anyone who doesn't know me  
19 -- Nancy Waddell knows me.  
20 MS. WADDELL: Yes.  
21 MS. TAYLOR: But I am responsible for the  
22 south end of Whidbey Island getting their Herald, their  
23 USA Today and New York Times.  
24 Option No. 1 and 2 are not doable, okay? Folks, let  
25 me put that out there right now. Those aren't doable for  
14  
1 me. I catch the 1:05 ferry every night. I take the  
2 10:30 across, and the 1:05 coming back.  
3 Any time they talk about shutting down the 1:05,  
4 that's not doable for me. My press doesn't go to print  
5 until about 10 till 12. And then to shut that down again  
6 like they did that one time, to go through Edmonds was a  
7 nightmare. I had to drive around both ways almost every  
8 day when that was shut down.  
9 The only other alternative I see in that process is  
10 to go through Oak Harbor, which you're all going to get  
11 your papers late, period.  
12 So Elliot Point 1 and 2 looked like really great  
13 ideas to me. I love those ideas. I think we can work  
14 with the tribal elders to make absolutely fabulous  
15 beautiful tribute to the history there.  
16 That'd be absolutely lovely, and get some Indian  
17 artists involved in that, tribal artists involved in  
18 that. That would be great. Some covered walkways would  
19 be nice, yes. That would be great.  
20 Connecting the transit, if I had time to enjoy it  
21 would be great. I don't have time to enjoy it, but  
22 everybody else could enjoy it.  
23 Like I said, I just want to make everybody aware  
24 that, you know, the no-build option or the existing site  
25 improvements, nobody wants to lose Ivar's. Nobody wants  
15  
1 to do that. It's just compounding the problem that we

## I-052-001

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

**I-052-001** | 2 already have, but we do need something different  
3 definitely, and that's all I would like to say on it.  
4 Thank you.

4. Christine Schmalz

- I-053-001** 1 MS. SCHMALZ: Hi, everybody. I have this  
2 picture we got in the book on page No. 5. It looks like  
3 to me that we're going to have a super highway on our  
4 waterfront with little access if you look at the drawing.  
5 I used to work with the highway department. I don't  
6 know how many people live within walking distance, but it  
7 seems awful close to the water to me to not cause  
8 pollution from the oil and the gasoline in the parking  
9 lots.  
10 When I saw the picture up there of the parking lot  
11 with the cars parked on the waterfront, I thought this  
12 has got to be the most expensive parking lot in America  
13 on the coast. I've lived on both coasts, and I've never  
14 seen a parking lot of that size on the waterfront.
- I-053-002** 15 Also, I am down there every day. And when you're  
16 past 525 on the bridge, you're below sea level. So once  
17 a year we're flooded about this much water. The cars are  
18 flooded. We're going to have to fix that, too.  
19 So where they want to put the highway used to be all  
20 water, and now it's fill. And the tide comes from  
21 within, from underneath and keeps pulling the sand out.  
22 So not only will we have problems with pollution,  
23 backwash, but we'll also have problems with the flooding  
24 because the railroad tracks flood once a year also, so I  
25 see this as a big problem.
- 7
- I-053-003** 1 I do not want Mukilteo to have a big parking lot on  
2 the water. And just like the song says, the days are  
3 left with a parking lot. And what better place to put it  
4 except on the Sound?  
5 To me this seems ludicrous, and our state is already  
6 three billion dollars in debt, the ferry system. To add  
7 this to it, I don't know where the money's going to come  
8 from, and that's all I have to say. Thank you.

**I-053-001**

The purpose of this project is to provide safe, reliable, and efficient service and connections at the Mukilteo Terminal between Island County and the Seattle/Everett metropolitan area; please see section 1.4.1, Project Purpose, in Chapter 1 of the Final EIS.

The project will provide enhanced stormwater treatment to treat runoff from pollutant-generating impervious surfaces in the project area. Stormwater treatment facilities are being designed to avoid untreated runoff from flowing directly into Possession Sound. Please see section 4.11 of the Final EIS for additional information about water resources with the Preferred Alternative.

**I-053-002**

Thank you for your comment regarding flooding and potential wave scour in the vicinity of the Mukilteo Multimodal Project. As discussed in section 4.11, Water Resources, of the Final EIS, WSDOT has considered these issues in the environmental impact analysis. Section 4.11 also describes WSDOT's detailed engineering study of tides, waves, and currents. A modified version of the Elliot Point 2 Alternative has been identified as the Preferred Alternative because, among other reasons, it is largely outside the FEMA 100-year floodplain. With any of the alternatives, fill composition, foundation structures, and drainage system designs would be selected to minimize the risk of impacts.

**I-053-003**

Your comment about not wanting a parking lot on the waterfront is noted. The ferry holding area is not for long-term parking and it requires a location adjacent to the ferry dock. The Preferred Alternative also minimizes other parking areas, and it opens areas elsewhere along the waterfront that are currently used for loading. Transportation effects, such as queuing and parking, for the Preferred Alternative are discussed in Chapter 3 of the Final EIS.

The total budget for the Mukilteo Multimodal Project is \$90.1 million, including a mix of state and federal funds. To date, WSDOT has secured \$29 million in federal grants and current federal funding that allows WSDOT to complete the Final EIS. Because of its multimodal emphasis, WSDOT believes the project is competitive for securing additional federal funding once the EIS process is complete, but legislative action would also be needed before the project could be fully implemented.



14. Curt Gordou

I-054-001

6 MR. GORDOU: It sounds like a lot of great  
7 points we covered. I just want to reemphasize for the  
8 sake of visitors to Whidbey and for the sake of long-term  
9 usage on the ferry who really intend to maintain a  
10 long-term presence over to Mukilteo without backups, and  
11 without having to put two boats on, that we really need  
12 to emphasize more walk-on.  
13 The only way to do that is with overnight parking  
14 and day parking that's accessible. And that's also going  
15 to benefit -- it spirals forward because it's going to  
16 benefit Clinton because we sort of have a chicken and egg  
17 thing here where we're not going to gain more transit  
18 runs down to the ferry until they're required. And we're  
19 not going to have people walking across to visit Whidbey  
20 for the weekend until there's a transit here.  
21 So we've got sort of a whole process that's caught  
22 up, and I'd like to suggest that -- I heard a couple  
23 people suggest that maybe the Washington State Ferries  
24 isn't responsible for this parking lot.  
25 I'd sure like to see them take a stab at either  
20  
1 designing in, or figuring out a way to help fund parking,  
2 not specifically for the sake of tourism here or  
3 congestion, but it's all their own long-term problem.  
4 It's very similar to Puget Power years ago going  
5 toward energy conservation in the home as opposed to  
6 building new facilities to provide more power.  
7 Let's get more people out of their cars and walking  
8 across, and make a legitimate attempt at that. And I  
9 think that Washington State Ferries needs to take a major  
10 role in that. Thanks.

## I-054-001

The proposed build alternatives would improve multimodal connections and facilities at the Mukilteo Ferry Terminal to encourage greater walk-on ridership. Sound Transit and the City of Mukilteo have discussed the possibility of developing a joint-use parking garage that would provide an accessible location for day and overnight parking.

11. Dale Christensen

I-055-001

2 MR. CHRISTENSEN: Hi, I'm seeing these  
3 proposals for the first time as I suspect some of you in  
4 the audience are as well.  
5 Let me just first of all say something that I think  
6 is all in our hearts, and that is that I am just amazed,  
7 and I applaud the effort that's been gone through so far  
8 to come up with alternatives and proposals.  
9 This is a long process. It's not done. We know  
10 that, but the steps that have been taken so far are  
11 really good ones, and outlining the alternatives. They  
12 really, really are.  
13 And while we can tweak or make comments on certain  
14 ones, and, of course, that's our purpose tonight, I just  
15 really want to applaud you folks and for your  
16 presentation tonight.

I-055-002

17 My view is that given all the concerns, Elliot Point  
18 2 seems at first glance to make the most sense to me.  
19 There are some issues. There are some tweaks. One of  
20 them is perhaps moving the ferry terminal to the west as  
21 one of my preceding speakers had mentioned. That ought  
22 to be considered.  
23 I don't know the pros and cons of doing that, but I  
24 think -- and, of course, the multimodal transportation is  
25 perhaps the one that drives my decision the most if I  
17  
1 were to vote. And I'll certainly make a comment that I  
2 would endorse that particular option, Elliot Point 2.  
3 Thank you.

## I-055-001

Thank you for this compliment.

## I-055-002

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Preferred Alternative design is described in Chapter 2 of the Final EIS.

Many concepts and locations for the ferry terminal were considered during the development of alternatives as described in the Final EIS and the *Mukilteo* Multimodal Ferry Terminal Project Alternatives History Through 2009 (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>). The No-Build and Existing Site Improvements alternatives are the option considered in the Final EIS that are west of the Preferred Alternative's location. The Preferred Alternative is located on the west end of the Mukilteo Tank Farm property. If the alternatives were to be moved further west, it could impact other private properties including Ivar's, the Silver Cloud Inn, and the NOAA Mukilteo Research Station.

**Why are you interested in the project?**

- I live nearby, Clinton.
- My business is affected by the ferry.
- I'm a regular ferry rider. Primary trip purpose: Work

**Please share your comments about each project alternative.**

**I-056-001**

**No-Build**

Not acceptable

**Existing Site Improvements**

Impractical given growth projections

**Elliot Point 1**

Not preferred because of diminished multimodal access and higher cost

**Elliot Point 2**

Best option. All options need overnight parking.

**Please share your feedback on the environmental analysis**

Good as far as I can tell

**Other comments?**

**I-056-002**

Need long term parking

Name: Dale Christensen

Address: 4185 Redwood Dr.

City: Clinton

State: WA

Zip: 98236

E-mail: [dalechristensen@whidbey.com](mailto:dalechristensen@whidbey.com)

**I-056-001**

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Preferred Alternative design is described in Chapter 2 of the Final EIS.

**I-056-002**

As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan* (2009), the alternatives are designed to minimize the need for additional driving to the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

The design refinements for the Preferred Alternative avoid impacts to Mukilteo Station's existing parking and relocate the proposed ferry employee parking to the transit center. Chapter 2 of the Final EIS further describes the Preferred Alternative's design refinements.

**Why are you interested in the project?**

- I live nearby, Park Ave.
- I'm an occasional ferry rider
- Other: I live above Old Town Mukilteo — use Goat Trail Road daily!

**Please share your comments about each project alternative.**

**I-057-001**

**No-Build**

It would increase the same problems with mixing foot traffic and autos, but on a much LARGER SCALE. Sounds Foolish. No.

**Existing Site Improvements**

Does not address the issues of the holding lanes along SR 525; it gets “crazy” on summer weekends with the backups mixing with the locals autos (very difficult to negotiate thru the traffic). An increase over time of the above will lead to fatalities. No.

**Elliot Point 1**

A great improvement! The best for SR 525 holding lanes and less pedestrian vs. auto blending. Drawback is Multimodal with longer walks for trains and buses. Not a perfect solution; BUT THE BEST OPTION for years to come.

**Elliot Point 2**

The best for bus and train connections, but more SR 525 holding lanes than E. Point 1. Certainly much better than No Build and Site Improvement options. Also, not a perfect solution, but the 2<sup>nd</sup> BEST OPTION for years to come.

**Please share your feedback on the environmental analysis**

**I-057-002**

Getting rid of the tank farm makes sense (what a blight) only concern is with Indian artifacts that may cause options.

**Other comments?**

**I-057-003**

We need to think about the future of Mukilteo and the mixing of pedestrians, autos and cyclists. With time, the increase in population will make this issue cornerstone to how this impacts this region (in a positive or negative way).

Name: T. Dale Townsan

Address: 860 Park Ave

City: Mukilteo

State: WA

Zip: 98275

E-mail: [foothdale@hotmail.com](mailto:foothdale@hotmail.com)

**I-057-001**

Thank you for your comments regarding the project alternatives and identifying your preference for the Elliot Point alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Preferred Alternative's design is described in Chapter 2 of the Final EIS.

**I-057-002**

The potential disturbance of archaeological resources for each alternative is discussed in the Draft and Final EISs, as well as the Cultural Resources Discipline Report. WSDOT and FTA consider potential effects to cultural resources seriously and are developing measures to resolve adverse effects. WSDOT has been conducting a collaborative planning and cultural design process with the Native American tribes.

**I-057-003**

The Preferred Alternative provides improvements such as wide sidewalks, bike lanes, and accessible sidewalks to improve the safety and comfort for all users.

1. Dave Hoogerwerf

I-058-001

5 MR. HOOGERWERF: Thank you. You spell my name  
6 H-O-O-G-E-R-W-E-R-F. Now everybody's got to spell that  
7 backwards.  
8 My name's Dave Hoogerwerf. I'm on the Ferry Advisory  
9 Committee from Clinton, so I've been following this  
10 process quite carefully over the last few years.  
11 And in looking at all the options, I certainly think  
12 that we have to do something. What's down there I think  
13 everybody agrees is dangerous. It's unworkable.  
14 You know, you can't even talk to a Mukilteo person  
15 anymore because of the backups. They hate all ferry  
16 riders, and, you know, to a certain extent you have to  
17 commiserate with them.  
18 So I think we have to do something. I think option 1  
19 and option 2 really don't make any sense to me if you're  
20 going to spend 65 million dollars just to keep what you  
21 have when you could buy an option for 120 million. You  
22 know, incrementally that's -- it's a lot of money, but  
23 it's a small amount I think to pay for that.  
24 So I look at all the alternatives, and personally I  
25 think Elliot Point No. 2 is a good one, mostly because I  
3  
1 think we have to get people out of their cars. And in  
2 order to get people out of their cars, we've got to get  
3 them onto transit, and we've got to get them into cars on  
4 the other side.  
5 So that 700 feet of walking to get onto the Sound  
6 Transit and to the Transit Center I think is critical.  
7 1,200, 1,500, 1,400 feet is a long ways to walk in the  
8 rain.  
9 I understand -- I've been talking to our friends  
10 over in Mukilteo a lot, and they like the No. 1  
11 alternative. And I can understand that because it opens  
12 up a lot more waterfront.  
13 We could have a really great waterfront down there.  
14 The parks would be great and everything if we could just

I-058-001

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 2 Alternative. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Preferred Alternative's design is described in Chapter 2 of the Final EIS. The updated pedestrian connections and estimated walking distances are discussed in section 3.3.3 of the Final EIS. For the Preferred Alternative, the walking distance is about 745 feet between Mukilteo Station and the ferry passenger building, and about 225 feet from the passenger building to the Transit Center.

**I-058-001** 15 solve that problem of getting people over to the transit.  
16 There are some alternatives to No. 1 if we could get  
17 funding somehow away from -- WSF doesn't have any funding  
18 for parking and that kind of thing because it's not in  
19 their bailiwick.  
20 But if we could get maybe a walkway across that  
21 directly from the ferry over to that parking garage at  
22 the parking area for the Sound Transit, I think that  
23 could be very good.  
24 So, you know, I'm kind of torn. I think the No. 2  
25 alternative is the best one as it sits today. With some  
4  
1 modifications, I think the No. 1 alternative could really  
2 be a good one and be good for all of us, so I'm voting  
3 for both.

4. Dean Enell

- I-059-001** 15 MR. ENELL: I'm on the Clinton Ferry  
16 Advisory. I have four comments. One is something you  
17 probably didn't hear in Mukilteo the other night, but I  
18 think there's a certain charm to the Mukilteo ferry line  
19 over there.  
20 It's kind of the opposite of an experience at SeaTac  
21 Airport where you have a bunch of lines and a bunch of  
22 cement everywhere.  
23 With the ferry dock down there, you have the  
24 intersection between people. You have the ferry guy,  
25 who's getting a lot of interesting hand signals and  
8  
1 stuff. And believe it or not, I think it's a bit of a  
2 tourist attraction. It's been around for 50 years, and I  
3 hope in the new design some of that could be preserved.  
4 I think it's a valuable, historical local color aspect.
- I-059-002** 5 Next is the cost of the ferry tickets. The ferry  
6 tickets up in Vancouver are about 50 percent higher than  
7 ours in Canada, and a lot of that is because they have a  
8 rather sophisticated operation up there with nice-looking  
9 terminals and stuff.  
10 And I think for South Whidbey Island, the cost of  
11 the ferry ticket is a very important thing. And I sure  
12 hope that gets factored into the design so you can keep  
13 that down one way or another. Just don't turn it into a  
14 very expensive operation that's sterile.
- I-059-003** 15 Lastly, you say it's a 73 percent increase in users  
16 by 2030, I think it was, and you expect to accommodate  
17 that by increasing the number of walk-ons.  
18 So I'd just like to point out that in the 20 years  
19 that I've been here, I've seen nothing done to increase  
20 the number of walk-ons. So I hope you take that serious,  
21 and you actually try and do that.  
22 The easiest way obviously is to reduce the cost,  
23 increase the increment between the cost of walking on and  
24 the cost of driving on.

**I-059-001**

Thank you for your comments.

**I-059-002**

Comment noted. However, ticket pricing is not a component of this project.

**I-059-003**

WSDOT predicts a 73 percent increase in annual passengers (1,840,000 to 3,175,000) on the Mukilteo-Clinton route from 2006 to 2030. Presently, the vessels serving the Mukilteo-Clinton route can accommodate approximately 1,200 walk-on passengers per sailing. The proposed alternatives would improve multimodal connections and facilities, including overhead passenger loading, to increase the number of walk-on passengers.

<b>I-059-004</b>	<p>25 The last comment I have is I was just kind of 9</p> <p>1 curious why the no-build is 65 million, which is 2 comparable to the other one, and I was curious why that 3 would cost so much.</p>
<b>I-059-005</b>	<p>4 Lastly, I think I'd prefer Elliot Point No. 2</p> <p>5 because it is closer to the transit facilities. I think 6 the cost is less than Elliot Point No. 1. Thank you.</p>

#### I-059-004

The No-Build Alternative includes facility maintenance and structure replacements as necessary to keep the facility functional. Nearly all of the ferry docking, loading and unloading facilities would need to be replaced because they will have reached the end of their lifespan by 2040. In addition, the terminal building, passenger building and toll booths would also need to be replaced in the coming decades to keep the ferry terminal operational. WSDOT has estimated these costs would add up to an estimated \$60 to \$65 million (in 2015 dollars) to maintain the current facility in operating order.

#### I-059-005

Thank you for indicating the reasons for your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.



6. Dorothy Stahr

**I-060-001** 21 MS. STAHR: Hi, I'm Doe. The specific  
22 concerns that occurred to me first were, given the much  
23 extended walking space that people would need to get up  
24 towards the park, is to provide a wind break or weather  
25 shelter for the pedestrians especially, and to make sure  
10  
1 that the sidewalk doesn't taper down so much so that one  
2 baby carriage gets pushed into the street to pass  
3 another. I'm just thinking ahead, okay?  
4 And it occurred to me, especially if you're really  
5 encouraging passengers, walk-ons and allowing for the  
6 fact that not all of them can really coordinate with the  
7 public transit to get where they need to go, factoring in  
8 something like they have at the airport, which is the  
9 cell phone waiting lot, temporary parking where people  
10 are coming to pick up passengers so that you can call  
11 them, and then to actually have a phone on the dock so  
12 that those wild creatures that live on Whidbey Island who  
13 are off the grid and don't even own a cell phone can call  
14 somebody.  
15 So the cell phone parking lot idea, and then shelter  
16 for the pedestrians in transit. Thanks.

### **I-060-001**

The Preferred Alternative, as well as the other alternatives, would upgrade pedestrian connections between the terminal and other transit facilities. However, improvements to other destinations such as Lighthouse Park are beyond the scope of the project. Other transit amenities such as pick up or drop off access are included in the Preferred Alternative conceptual design and would be further refined during final design. Please see Chapter 2 of the Final EIS for information about the design refinements.

10. Doug Hofius

**I-061-001**

7 MR. HOFIUS: I'm just happy to comment on  
8 this. I'm an architect, and one of the things that we  
9 don't need to lose sight of is the fact that there's  
10 transit connections that are very important. There's  
11 parking which is very important, but it's also an  
12 opportunity for space building.  
13 And what you have in Mukilteo right now is really a  
14 neat synergy between people, cars and businesses, which  
15 both of the Elliot Point designs currently miss because  
16 there wouldn't be any more Ivar's. There wouldn't be any  
17 more Diamond Knot that would work for ferry passengers,  
18 and I think those are legitimate things to be talking  
19 about.  
20 Good places have more than one thing going on.  
21 They're not just a sea of parking, so I'll just leave  
22 that.

### **I-061-001**

Thank you for your comments regarding key elements that you consider important to integrating the multimodal center within the fabric of the community. Section 4.2 of the Final EIS describes how the alternatives, including the Preferred Alternative (a modified version of Elliot Point 2), relate to the City of Mukilteo plans for a centralized waterfront district. Ivar's would remain with the Preferred Alternative. Please see Chapter 2 of the Final EIS for information about the design refinements.

You forwarded this message on 2/28/2012 11:13 AM.  
**WSF Mukilteo Comments**

**From:** freddrewien@clearwire.net [freddrewien@clearwire.net] **Sent:** Mon 2/27/2012 1:11 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/27/2012 1:11:49 AM

=====My Contact Information=====

Name: fred Drewien  
 E-mail: freddrewien@clearwire.net  
 Phone:  
 Street Address: 2001 vandalia Ave  
 City: bremerton  
 State: WA  
 Zip Code:

===== My Question/Comment/Complaint =====

**I-062-001** Mukilteo altnrntive #1 is my choice

=====

=== Browser Type ===

Browser: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; .NET CLR 2.0.50727; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; .NET4.0C; .NET4.0E)

## I-062-001

Thank you for identifying your preference for Elliot Point 1. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. Please see Chapter 2 of the Final EIS for information about the design refinements.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/2/2012

**WSF Mukilteo Comments**

**From:** tgptc@yahoo.com [tgptc@yahoo.com] **Sent:** Wed 2/29/2012 6:25 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/29/2012 6:25:47 AM

====My Contact information=====

Name: George Buehler  
E-mail: tgptc@yahoo.com  
Phone: 360-331-5866  
Street Address: Box 966  
City: Freeland  
State: WA  
Zip Code: 98249

==== My Question/Comment/Complaint =====

**I-063-001** | There is nothing wrong with the current terminal. The state is broke and there are far more important things to spend funds on than this.  
Funny how this sort of thing snowballs along....

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 5.1; rv:10.0.2) Gecko/20100101 Firefox/10.0.2

**I-063-001**

Thank you for your comments. The No-Build Alternative includes facility maintenance and structure replacements as necessary to keep the facility functional. Nearly all of the ferry docking, loading and unloading facilities would need to be replaced because they will have reached the end of their lifespan by 2040. In addition, the terminal building, passenger building and toll booths would also need to be replaced in the coming decades to keep the ferry terminal operational. WSDOT has estimated these costs would add up to an estimated \$60 to \$65 million (in 2015 dollars) to maintain the current facility in operating order.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/2/2012

2. Helen Price Johnson

**I-064-001**

24 MS. JOHNSON: Thank you. I'm the county  
25 commissioner Helen Price Johnson, and I wanted to bring  
4  
1 you greetings from across the water, but also to say that  
2 we're working very hard with Island Transit to make  
3 multilevel connections on our side.  
4 And I would urge us to look at ways to increase that  
5 capacity here because we all know that fuel prices are  
6 going to continue to increase.  
7 We know that the ability for Washington State  
8 Ferries to build more ferries and more slips in the  
9 future is greatly diminished.  
10 So we need to be able to get ourselves out of our  
11 cars and use different modes of transportation. We're  
12 going to have -- our island needs this connection for our  
13 commerce. We need to have our groceries delivered across  
14 on the ferry, and it's vital to our livelihood.  
15 But we see ourselves in partnership with the folks  
16 in Mukilteo, and I think that it's -- whichever  
17 alternative we end up with, if we can reduce the amount  
18 of traffic that's dependent on vehicles and we can get  
19 more people using different modes of transportation,  
20 that's going to bode us well into the future.

### **I-064-001**

Thank you for your comments. As described in Chapter 1, the purpose and need is focused on meeting future demand through improved multimodal connections. The Preferred Alternative, a modified version of the Elliot Point 2 Alternative, would improve the multimodal connections for rail and bus users, bicycles, and pedestrians. This will enhance the usability and efficiency of the ferry system for all users.

2. Commissioner Helen Price Johnson

6 MS. PRICE JOHNSON: All right. First, I want  
7 to thank our friends from Mukilteo for coming over. We  
8 have a couple of elected officials. We have Mayor Joe  
9 Marine, who's joined us tonight as well as city  
10 councilman Kevin Stoltz. Is there somebody --  
11 MR. SCHMALZ: And Steve Schmalz.  
12 MS. PRICE JOHNSON: I'm sorry. I haven't met  
13 you yet. Thank you. I'm glad to meet you. I'm happy to  
14 have you here.

I-065-001

15 A couple of us went over to the public hearing last  
16 night over in Mukilteo and got to hear the comments  
17 there, and I'm really anxious to hear what this group has  
18 to say.  
19 The two goals that I think we should be focused on  
20 is improving the multimodal connections. The only way to  
21 address the backup that Ivan spoke to is to get people  
22 out of those cars in the first place.  
23 And there's a couple initiatives on this side of the  
24 water that we're working on through Island Transit. I  
25 know the Clinton Future Search Conference that was  
5  
1 recently held had some good ideas on how to get people  
2 up the hill without their cars, and I think that that's  
3 something that this community will continue to strive  
4 for.  
5 And I think that that's also -- as rising gas prices  
6 and ferry fares increase, more and more people will be  
7 looking for those alternatives. And it's incumbent upon  
8 both of our communities on both sides to try to maximize  
9 that.

I-065-002

10 The other thing I think, and it was also alluded to  
11 earlier are the tribal concerns. And I believe that we  
12 should be giving the most weight to those alternatives  
13 that minimize the impact to those cultural resources.  
14 And I think that's -- we need to have the tribes be  
15 supportive of this project for it to go forward, and I

## I-065-001

Thank you for your comments. One of the purposes of this project is to provide a terminal and supporting facilities with the infrastructure and operating characteristics needed to improve safety, security, quality, reliability, and efficiency of the multimodal transportation connections.

## I-065-002

WSDOT has identified a modified version of the Elliot Point 2 Alternative as its Preferred Alternative. This alternative would avoid excavation or other intrusions within the shell midden and could better accommodate potential design features that reflect the site's cultural and historic significance. Also, the Preferred Alternative could better accommodate design elements that commemorate the cultural and historic significance of the area to Native American tribes. The Final EIS Chapter 2, Alternatives, describes the design refinements, and Chapter 4, Environmental Impacts and Mitigation, describes the mitigation measures and updated environmental information for the Preferred Alternative. Chapter 7 of the Final EIS also summarizes the project's outreach and coordination with Tribes.

**I-065-002 |** 16 think that that would be a good strategy for us.  
17 I'll wait and listen to more of your comments. I  
18 wanted to introduce the other Ferry Advisory Committee  
19 members who are here, though, Dean Enell and Bruce  
20 Mulvahey. Did I pronounce your last name right?  
21 MR. MULVAHEY: Close.  
22 MS. PRICE JOHNSON: So if you wanted to speak  
23 to any of them, and also Donna Keeler from Island County  
24 Regional Transportation is here, if you could raise your  
25 hand. These are all people who I know are very  
6  
1 interested to hear your thoughts as well.

7. Ivan Solkey

I-066-001

20 MR. SOLKEY: I had several concerns about  
21 this. Firstly, they're talking about spending the money  
22 before they've appropriated it. They don't have funding  
23 for this.  
24 Secondly, they don't have the land yet. The tribal  
25 community has not signed off on it. The Air Force is not  
11  
1 going to give them land until they do, so we're talking  
2 about things that may not happen at all.  
3 Thirdly, none of their designs -- they talk about  
4 they want to reduce the amount of vehicle traffic on  
5 their boats to reduce maintenance, to reduce costs, but  
6 they're not doing anything to encourage that.  
7 They're not building parking spaces. Mukilteo  
8 certainly has cracked down and taken back many, many of  
9 the overnight parking spaces, reducing the amount of  
10 walk-on traffic that they have.  
11 And none of these plans come forward with anything  
12 suggesting that they're going to increase that number and  
13 permit people to have a car on both sides like we've done  
14 for many, many years, and walk across the boat and  
15 reducing their maintenance costs.  
16 So until those things are resolved, I really don't  
17 understand why we're moving forward on any of this. None  
18 of these plans address -- all of them, to the best of my  
19 knowledge, run traffic right back through the same  
20 intersection in downtown Mukilteo that was designed for,  
21 what, a hundred, 200 cars an hour back in the '50s. And  
22 now we're pushing thousands of cars through it in an  
23 hour, and they're talking about just continuing that.  
I-066-002 24 And thirdly, I've heard no -- everybody says that  
25 the current situation, the current Mukilteo dock is in  
12  
1 disrepair. It needs to be replaced. We've got to do  
2 something about it and so on and so forth, but I've heard  
3 no timelines as to when.

## I-066-001

Thank you for your comments on the Mukilteo Multimodal Project. The EIS is being developed in accordance with the state and federal environmental regulations and is helping WSDOT and FTA determine whether or not to seek funding to implement the project. The EIS does not make any assumptions about future legislative or appropriation decisions. Chapter 2 of the Final EIS describes the current status of the U.S. Air Force land transfer to the Port of Everett, and also explains why commuter parking for ferry patrons is not part of the proposed project. Chapter 3 discusses transportation effects and mitigation, including potential improvements to congested intersections.

## I-066-002

WSDOT inspects the Mukilteo Terminal annually and it is currently safe for operation. The purpose of the Mukilteo Multimodal Project is to provide safe, reliable, and efficient service and connections. Once the environmental process is complete and the federal Record of Decision signed, the construction of this project can begin. The next steps for the completion of the environmental process are given in Chapter 7, section 7.4 of the Final EIS. WSDOT plans to construct the Mukilteo Multimodal Project between 2015-2019.



**I-066-002** | 4 When is that going to be condemned? Who's going to  
5 finally call that and say, we've got to do something now  
6 for safety sake? So those are my comments. Thanks.

**WSF Mukilteo Comments**

**From:** jimpayner@gmail.com [jimpayner@gmail.com] **Sent:** Tue 2/28/2012 7:21 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/28/2012 7:21:43 PM

=====My Contact information=====

Name: james payne  
E-mail: jimpayner@gmail.com  
Phone: 425-367-9712  
Street Address: 1142 2nd street  
City: mukilteo  
State: WA  
Zip Code: 98275

===== My Question/Comment/Complaint =====

**I-067-001** We have recently moved into 1142 2nd street near the Boys and Girls club which will be directly affected if the ferry is moved to the most easterly location.

Our main concern would the noise of both the ferry engines and cars starting up and idling.

I just wanted to tell you our concerns now, all be it a very small factor in the big scheme of things, but would we be eligible in some way of planning compensation to sound proof the property? It would be very important to us.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0; FunWebProducts)

**I-067-001**

Your concerns about potential noise impacts at your residence are acknowledged. WSDOT has identified the Elliot Point 2 Alternative as the Preferred Alternative. This alternative would locate the ferry terminal on the western portion of the Mukilteo Tank Farm, which is near your residence.

The noise analysis for the Preferred Alternative, presented in section 4.3 of the Final EIS, concluded that all project elements are far enough from the noise-sensitive land uses, such as residential neighborhoods, to avoid potential impacts. No sound proofing of buildings is proposed.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/2/2012

6. Jay Morris

I-068-001

25 MR. MORRIS: I'm Jay Morris. I live down

9

1 here on Second Street, and I was wondering why there

2 hasn't been any kind of a proposal to move the ferry down

3 or up into Everett to eliminate Mukilteo all together,

4 and then turn our waterfront into a beautiful park area

5 where we can bring tourists in here and enjoy it the way

6 that it used to be. That's all I have.

### I-068-001

Moving the ferry terminal to Edmonds or Everett was considered during the screening process; however, these concepts were not moved forward. Please see Appendix E, Alternatives No Longer Considered, of the Final EIS for the discussion of the alternatives that WSDOT has considered during the project's planning process and why they are no longer under consideration. Additionally, the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>) documents the project's development of concepts and the alternatives, and how access through Japanese Gulch was considered.

**Why are you interested in the project?**

- I live nearby. Mukilteo
- I'm an occasional ferry rider
- Other: We purchased our house near "Old Town" Mukilteo so we can walk to the coffee shop, book store, etc. and not be dependent on our car for everything.

**Please share your comments about each project alternative.**

**I-069-001**

**No-Build**

No thanks – this doesn't help solve anything.

**Existing Site Improvements**

No thanks – not a problem solver either.

**Elliot Point 1**

This does allow for day-lighting the creek = Good.

**Elliot Point 2 & Please share your feedback on the environmental analysis:**

Best option because of the following four reasons:

1. Shortest distance between the ferry and other transit, resulting in fewer cars on the ferry (more walk-ons), fewer cars parked overnight (space issue) and fewer cars on the streets of Mukilteo = "Environmental" & "Quality of life"
2. Elliot Point #2 is more cost efficient than #1 = "Economic"
3. Elliot Point #2 has the shortest build over water = "Environmental"
4. Elliot Point #2 has the more efficient use of space (acreage) compared to Elliot Point #1. This would allow the eastern end of the tank farm to be developed as a green space = "Environmental"

**Other comments?**

**I-069-002**

The meeting at Rosehill in Mukilteo last night was very informative and very well run. Thank you!

Name: Jean Skerlong

Address: 910 Washington Ave,

City: Mukilteo

State: WA

Zip: 98275

E-mail: [jeanskerlong@aol.com](mailto:jeanskerlong@aol.com)

**I-069-001**

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**I-069-002**

Thank you for this compliment.

1. John Hayes

I-070-001

5 MR. HAYES: I would like to throw this speaker  
6 phone in the trash can. Can you hear me? Well, hello.  
7 All right. I'll try -- I'll hold my mouth away from it a  
8 little better. Maybe you can hear me better if I holler  
9 louder, or do you want me to talk softer? Can you hear  
10 what I'm saying? Thank you.  
11 I knew this day was going to happen, and I live in  
12 the extreme close area to this project going on. And I  
13 told my wife, you know, this is something that's going to  
14 have to be done, but the beauty part of it is Mukilteo is  
15 not going to be the sole supplier of money. The State of  
16 Washington has got the monkey on their back for this one.  
17 And the people that live in Mukilteo, generally after  
18 they get here they kind of cool off, but nobody really  
19 complains about the traffic on the speedway.  
20 People are used to the situation and have been  
21 traveling the same streets in Mukilteo for years and  
22 years. I can't see how this function is going to affect  
23 90 percent of the people in Mukilteo because everything is  
24 going to be normal, people going to work, going to the  
25 speedway. They go where they go. They get in traffic  
3  
1 jams and things like that, and everybody's used to it, so  
2 there's no reason to worry about that.  
3 It's my understanding that the State of Washington  
4 is going to be the total -- as we used to say, the bull  
5 goose. It's their problem to get people back and forth.  
6 They happened to land on our big city of Mukilteo a  
7 hundred years ago, and now we're faced with something  
8 that nothing is going to change in our daily habits.  
9 We go to work. We go to the beach. We take the  
10 ferry. We get in line. We travel to wherever the  
11 traffic's loaded up, and we live with it and in no way  
12 complain about it.  
13 I don't think you're going to have any complaints  
14 about it when this thing gets started and underway. It's

## I-070-001

Thank you for your comments. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. Please see Chapter 2 of the Final EIS for information about the design refinements.

**I-070-001** | 15 going to be a lovely spot. It's going to be a place  
16 where it's going to on the beach.  
17 You may want to cruise up and down First Street to  
18 see how nice and enjoyable it is, and to see what we have  
19 in Mukilteo. So unless you have a question that I'm not  
20 able to answer, I'll save it for the next time. Thank  
21 you.

3. Karen Wichert

I-071-001

23 MS. WICHERT: I'm pretty new to the area, but  
24 so far I am enjoying Mukilteo a lot. I have concerns  
25 about this. I understand this is a transportation  
5  
1 project, but, I mean, there's talks about beautifying the  
2 area and doing something to enhance the community.  
3 And I know an improved ferry system and an improved  
4 transportation system would enhance the community, but I  
5 don't see anything in the plans about what we're going to  
6 do with the rest of the property, whether it's option 1,  
7 option 2, option 3, option 4.  
8 All that we see is that we're talking about the  
9 ferry, so what's going to happen with the rest of that  
10 land? What is going to enhance our community?  
11 The future of Mukilteo, it would seem that we would  
12 want to put in things that would draw people to spend  
13 money in Mukilteo, to come to Mukilteo instead of just  
14 coming to the ferry.  
15 Now, if there's maybe a marina, maybe shops, maybe  
16 additional restaurants, maybe additional park facilities,  
17 something like that that brought people into Old Town  
18 Mukilteo.  
19 And I hear talk about renovating downtown Mukilteo,  
20 but just having that improved ferry system is not going  
21 to have people come and want to spend time and money  
22 here. So I have concerns about that, and I'd like to see  
23 that incorporated into this plan.

## I-071-001

Analysis in section 4.2.6 of the Final EIS assesses the potential of each alternative to redevelop and meet the City's land use goals of mixed use development on the Mukilteo Tank Farm site and the current ferry terminal site. The alternatives vary in the extent to which they could accommodate relocation of the boat launch ramp currently at the Mukilteo Lighthouse Park and expansion of the current NOAA facility. The ferry system plans do not incorporate specific plans outside of its own development area for other uses, but the Final EIS does address the extent to which the redevelopment of the remaining land is constrained by the four alternatives considered.

**WSF Mukilteo Comments**

**From:** ken@kenkortlever.com [ken@kenkortlever.com] **Sent:** Wed 2/29/2012 7:18 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/29/2012 7:18:30 AM

=====My Contact information=====

Name: Ken Kortlever  
E-mail: ken@kenkortlever.com  
Phone:  
Street Address:  
City: Langley  
State: WA  
Zip Code: 98260

===== My Question/Comment/Complaint =====

**I-072-001** Moving the ferry slip north at Mukilteo seems like a logical choice. Adding good commuter parking, access to transit and trains and keeping the old town of Mukilteo a bit more open is a good idea.

=====

=== Browser Type ===

Browser: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; Avant Browser; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; InfoPath.3; .NET4.0C; .NET4.0E; BRI/2; MS-RTC LM 8)

**I-072-001**

Thank you for your comments regarding the project alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

The Preferred Alternative would improve the multimodal connections for rail and bus users, bicycles, and pedestrians. This will enhance the usability and efficiency of the ferry system for all users. As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan* (2009), the alternatives are designed to minimize the need for additional driving to the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

The design refinements for the Preferred Alternative avoid impacts to Mukilteo Station's existing parking and relocate the proposed ferry employee parking to the transit center. Chapter 2 of the Final EIS further describes the Preferred Alternative's design refinements.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/2/2012



5. Keven Greenfield

**I-073-001**

12 MR. GREENFIELD: Hi, my name is Keven  
13 Greenfield, a Mukilteo resident. First of all, I wanted  
14 to thank the people that put the things together here.  
15 We've been hearing about these projects for a long time,  
16 but I don't think I've ever understood them until we saw  
17 some of the pictures that we've seen here. You really  
18 get a feel for what the different options are, and what  
19 we have here.

**I-073-002**

20 One of the things that struck me is on page 3. Why  
21 is the project needed? And it seems to me -- I think  
22 some other people pointed this out. There's two basic  
23 pieces missing from why the project's needed.  
24 The first one is reduces conflicts, congestion, and  
25 safety concerns with pedestrians, bicyclists and  
8  
1 motorists by improving local traffic and safety in this  
2 front row area there.  
3 Well, we need to add on residential Mukilteo  
4 Speedway, and that's left out of this I believe. We have  
5 two schools there. We have a two-lane street. We have  
6 people that actually try and walk up and down that whole  
7 lane, and it just doesn't work.  
8 And if you want to put more people to go on that, it  
9 will continue to get worse. So it's not just the  
10 terminal area that needs to be cleaned up.  
11 And then going on to the third point, accommodate  
12 future demands for transit carpools, pedestrians,  
13 bicycles and general purpose traffic, well, I would like  
14 to add to that, while minimizing the impact to prime  
15 waterfront areas.  
16 We've got to get some of these pieces into the  
17 project. If you don't start with your objectives clear,  
18 then you're not going to like the outcome.  
19 And although I appreciate where all these things are  
20 outlined, when I saw them I don't like any of them. I  
21 don't think any of them really suit and expand the

### **I-073-001**

Thank you. We are pleased the information presented at the open house was useful to you.

### **I-073-002**

Your comment about adding improvements to the Mukilteo Speedway is acknowledged. WSDOT and FTA do not plan on expanding the scope of this project beyond what has been presented in the Draft EIS.

WSDOT has identified the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on comments from the public, agencies and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad

crossing to improve emergency access and egress

**I-073-002** | 22 Mukilteo base set of options. Thanks.

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

**WSF Mukilteo Comments**

**From:** lfinlay@halcyon.com [lfinlay@halcyon.com] **Sent:** Sun 2/26/2012 1:48 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/26/2012 1:48:46 PM

=====My Contact information=====

Name: Leanne Finlay  
E-mail: lfinlay@halcyon.com  
Phone: 206-310-1477  
Street Address: PO Box 126  
City: Freeland  
State: WA  
Zip Code: 98249

===== My Question/Comment/Complaint =====

- I-074-001** | I don't know if the tank farm is truly feasible in a reasonable time frame -- if so, do it.  
Otherwise, why can't the existing terminal be rebuilt, out over the water? Remove the existing waiting room / ticket office, and put a second ferry landing on that side, and put the waiting room / ticket office over to one side, or even on a second floor.
- I-074-002** | Ivar's should stay, if the terminal stays. Otherwise, Ivar's should be offered first choice to come to the new WSF terminal location at the tank farm.
- I-074-003** | We cannot sit and do nothing.  
=====
- === Browser Type ===  
Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0)

**I-074-001**

Details on the Mukilteo Tank Farm are provided in section 2.4 of the Final EIS.

Thank you for your suggestions about the terminal configuration for the Mukilteo Multimodal Project. The Existing Site Improvements Alternative analyzed in the Draft and Final EIS would replace the existing terminal with an improved multimodal facility at the current site. WSDOT has identified the Elliot Point 2 Alternative as the Preferred Alternative. Please see Chapter 2 of the Final EIS, which describes the design refinements for the Preferred Alternative.

**I-074-002**

The Ivar's would be displaced by the Existing Site Improvements Alternative, but would remain with the Preferred Alternative (Elliot Point 2). As noted in the Draft EIS analysis on page 4-20, improvements may constrain the potential for other commercial use and the potential for development of a mixed use center as called for in City land use plans. It is not clear whether the size of the terminal proposed under the Existing Site Improvements Alternative would allow re-establishment of all or part of the present restaurant use.

**I-074-003**

Comment acknowledged. WSDOT has identified the Elliot Point 2 Alternative as the Preferred Alternative and is moving forward to complete the environmental process.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/2/2012

**WSF Mukilteo Comments**

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**From:** Libby McCauley [lnlproperties@hotmail.com] **Sent:** Wed 2/29/2012 2:27 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** ferry site  
**Attachments:**

**I-075-001** | 2 votes for the Elliot Point 2 site.  
Good luck,  
L McCauley

**I-075-001**

Thank you for identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/2/2012

**WSF Mukilteo Comments**

**From:** Leo Cruise [leo@plcins.com] **Sent:** Sat 3/3/2012 12:03 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Do Nothing  
**Attachments:**

**I-076-001** I know you don't want this but there has got to be a better placed to spend the money. I have lived on Whidbey for 65 years and have commuted 3 times a week for years. I really thing that by doing nothing people will adjust their work and travel schedules to times when there is no wait. If people really do not want to wait they will find another way. Save the money and don't change Ivars.

Thanks again,

Leo C. Cruise, CLU

Employee Benefits, Consumer Directed Health Plans,  
Life, Medical, Dental, Long Term Care & Disability Income

*Your referrals are greatly appreciated.*

**Office & Mailing Address:**

2538 East Sunlight Beach Road  
Clinton, WA 98236

Cell: (206) 369-0386

Fax: (425) 712 3786



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\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/8/2012

**I-076-001**

Chapter 1 of the EIS provides a detailed discussion of why WSDOT is proposing this project, including the need to meet future population and employment growth, address unreliability, improve safety and security, and address the deterioration of the existing facility.

**Why are you interested in the project?**

- I live nearby, 727 2<sup>nd</sup> Street Mukilteo

**Please share your comments about each project alternative.**

**Elliot Point 1**

**I-077-001**

This is the only alternative that vehicles from the toll booth would not back onto SR 525 (Speedway) on typical days. Even though this is the most expensive, it is the one I prefer.

Name: Massey

Address: 727 2<sup>nd</sup> Street Unit C

City: Mukilteo

State: WA

Zip: 98225

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**I-077-001**

Thank you for your comments and identifying your preference for Elliot Point 1. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Preferred Alternative was also modified to increase the holding area to 266 spaces as described in Chapter 2 of the Final EIS.

12. Mayor Joe Marine

I-078-001

7 MR. MARINE: And I wasn't going to speak. I,  
8 like many, have been dealing with this issue for many,  
9 many years. When I started on the city council back in  
10 '98, we were talking about it then.  
11 At that time we were still paying on the tank farm  
12 property. We were able to get those removed. We're  
13 still working on getting it transferred from the Air  
14 Force over.  
15 And do you know what? It'd be great if there was a  
16 perfect solution, if there was no ferry, if we could snap  
17 our fingers and make it disappear.  
18 That's not an option. I can tell you I have no  
19 problem with a 160 million dollar price tag because  
20 Mukilteo's been waiting for 60 years. We have the  
21 highest ferry run in the entire state, and we've been put  
22 on the back burner time and time again.  
23 There's a study that came out in 1969. If you read  
24 it, it sounds like it was written today about the  
25 problems in that intersection, and that's when they were  
17  
1 running a ferry that ran 60 cars. And that was hourly,  
2 not even on a half hour, and so all that happens is the  
3 problem got worse and worse.  
4 And so for people who are saying, oh, there's no  
5 problem, we're going to do the no build option, which  
6 we've done for 60 years, the terminal or the traffic is  
7 going to continue to back up all the way up the speedway.  
8 How many remember before we expanded the holding  
9 lanes to help with the problem when we use to go all the  
10 way past 84th and into 92nd during some of the holiday  
11 weekends.  
12 The reason it doesn't today is because we've worked  
13 with the ferry system, and we expanded those holding  
14 lanes to help take care of the problem in a short-term  
15 solution, but that was never the long-term issue.  
16 If you were a commuter and you're stuck in that line

## I-078-001

Thank you for your comments expressing your long support for the project and its importance to the City of Mukilteo.

I-078-001

17 for an hour, you can't get out of your car. You're stuck  
18 in the line, and you have to use the restroom. We have  
19 people getting out of their cars and using the restroom,  
20 either knocking on the door or using their bushes.  
21 That's unacceptable.  
22 We have to take care of this problem. We can't bury  
23 our head in the sand and say, oh, I'm worried about the  
24 state's issues. Do you know they're spending 200 million  
25 dollars on dock improvements? How many of those 60 years  
18  
1 have they spent on Seattle's docks? By the way, it's  
2 completely open water. It's a dock, and they're adding  
3 more over the water to it.  
4 So we have more vehicular traffic than they do.  
5 It's our time. We want it done right. And as far as we  
6 need to take care of that, we need to push for option 1  
7 that pushes it to the tank farm. Not only will it take  
8 care of the backup and get it off the speedway  
9 completely, but we take care of the problem at Fifth  
10 here.  
11 Can anybody take a right in ferry traffic and not  
12 get hit? That's crazy. You don't find an intersection  
13 like that anywhere.  
14 And the other problem we've having is when they're  
15 actually leaving. When they're actually leaving, you've  
16 got 144 cars every half hour if it's a full boat that  
17 they'll stop all the way up to 84th, so you can't go  
18 left.  
19 With option 1, we actually hold a full boat load as  
20 they exit, and we can continue the line out here in the  
21 speedway and treat it like a normal intersection. We can  
22 meter that traffic coming out.  
23 It's not a perfect solution, but somebody tell me a  
24 perfect solution, short of building a bridge or moving it  
25 to Everett. Thank you for coming here.



8. Michael Clyburn

**I-079-001** 9 MR. CLYBURN: I'm Michael Clyburn, and I've  
10 been commuting daily on this ferry since 1984. I'm a  
11 cash importer. I go over there. I earn cash. I come  
12 over here, and I spend it.  
13 And on the surveys on the boat, all the time I  
14 always write don't make it any easier to come to Whidbey  
15 Island. We don't want anybody else moving here, but to  
16 make it easier to connect to the transit would be  
17 wonderful.  
18 And I think Elliot No. 2 is the best option here.  
19 It looks like it leaves the opportunity for shoreline  
20 development on both sides of the new ferry areas. It's  
21 the most logical traffic pattern.  
22 Elliot 1, you drive all the way as far as you can go  
23 down there to come back into the lot. It didn't make a  
24 lot of sense to me.  
25 It occurs to me a non-engineer that in the  
13  
1 designated footprint for Elliot Point 2, that if you move  
2 the transit center and commuter rail parking to the west  
3 end of that footprint instead of the east end, that that  
4 would put it even closer to the train. That would put  
5 people walking from the bus to Mukilteo attractions  
6 closer to where they wanted to go.  
**I-079-002** 7 And lastly, I would definitely agree with my wife's  
8 comments about the sidewalk. The current sidewalk to the  
9 commuter rail station is so pretty. It's got that nice  
10 little arbor built over it, and the trees planted in it,  
11 and you can't pass anybody on it.  
12 If you're walking behind somebody, you've got to  
13 stay behind them until you get all the way to the train,  
14 so I definitely agree. Make your sidewalks big enough,  
15 and I think that's my comments for now.

### I-079-001

Thank you for your comments and identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Preferred Alternative design is described in Chapter 2 of the Final EIS. The alternative now avoids impacting the Sound Transit Mukilteo Station's existing parking and keeps it on the west side of the project site. Due to space constraints and balancing all of the multimodal needs, the transit center is proposed to be located on the east side of the project site, which is close proximity to the ferry terminal building and commuter rail station. A continuous walkway would be provided along the shoreline from the First Street extension to the transit center.

Many concepts and locations were considered during the development of alternatives as described in the Final EIS and the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010).

### I-079-002

Thank you for your suggestions. While the conceptual design for the alternatives includes improved facilities for pedestrians and bicycles that meet current WSDOT requirements, details such as landscaping and amenities would continue to be developed during final design.

**Why are you interested in the project?**

- I live nearby, Clinton.
- I'm a regular ferry rider. Primary trip purpose: work

**Please share your comments about each project alternative.**

**I-080-001**

**No-Build**

Too much money for no benefit – only maintaining status Quo.

**Elliot Point 2**

This is the best option – closest walk to transit. Most logical traffic pattern – leaves available shoreline for development on both sides of new terminal – I suggest putting transit at west end of proposed foot print.

**Please share your feedback on the environmental analysis**

**I-080-002**

Why does the public hearing come 2/3 of the way through the public comment period?

**Other comments?**

**I-080-003**

**Key priorities**

1. Multimodal convenience
2. Improve development of destination appeal
3. Keep commute ticket prices low

Name: Michael Clyburn

E-mail: [clyburnm@seattleu.edu](mailto:clyburnm@seattleu.edu)

**I-080-001**

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

**I-080-002**

The public hearings were scheduled based on a variety of factors, including other public meetings in the Mukilteo area and the required period between the date of the Draft EIS release and any hearing.

**I-080-003**

Thank you for sharing your key priorities. As described in Chapter 1, the purpose and need is focused on meeting future demand through improved multimodal connections. The Preferred Alternative, a modified version of the Elliot Point 2 Alternative, would improve the multimodal connections for rail and bus users, bicycles, and pedestrians. This will enhance the usability and efficiency of the ferry system for all users. This will enhance the usability and efficiency of the ferry system for all users. Development around the ferry terminal and ticket pricing are separate issues that are not addressed in the Final EIS.

February 23, 2012

Washington State Ferries  
Re: Mukilteo Ferry terminal repairs and expansion

Public Comment

Dear Sirs,

I propose that the Washington State Ferry System take advantage of this decision regarding the Clinton - Mukilteo site to reduce dependence upon personal vehicles and encourage use of public transportation. I encourage you to increase only foot traffic capacity between Clinton and Mukilteo but resist inevitable pressures to increase vehicle capacity.

The decision to only increase foot traffic capacity will demonstrate:

- good steward of financial resources
- a commitment to smart growth following national trends to increase use of public transportation in urban centers
- support of Island Transit's exemplary work to provide public transportation on Whidbey Island
- support of the Department of Transportation by discouraging higher vehicle traffic on Whidbey's one, two lane north south road
- support of the state's commitment to restore Puget Sound and protect fragile marine lands such as Whidbey Island
- responsiveness to lessons learned regarding urban sprawl onto fragile marine lands in the Seattle region.

Your decisions today will shape the way traffic and development extends onto Whidbey Island in the coming years and the way in which public transportation is utilized. Whidbey Island has not yet fallen victim to intense development and your decision today will either move this fragile marine space closer to a replication of prior mistakes in urban growth throughout the Puget Sound region or will begin to move the greater Seattle area toward more intense use of public transportation.

I encourage you to lead this region toward new solutions that benefit from lessons learned and model better stewardship of our resources, both financial and environmental.

Please expand only foot traffic capacity at this site.  
Thank you,



Barbara L. Bennett  
812 Casino Drive  
Greenbank, WA 98235

#### I-081-001

Thank you for your comments on the Mukilteo Multimodal Project and preference for increasing pedestrian traffic capacity only. As stated in Chapter 1, Purpose and Need, of the EIS, the project is intended to improve overall multimodal transportation and does not provide increased vehicle capacity. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the

Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

Tim Taylor  
407 Mukilteo Speedway  
Mukilteo, Washington 98275

Subject: Mukilteo Ferry Relocation

Dear WSDOT Representatives,

As a longtime resident, I appreciate the fact that you are holding hearings to keep us informed regarding the progress of the ferry terminal relocation. I applaud your resourcefulness at continually coming up with new plans to present for our comments and discussion. This subject has come up before us on more than a few occasions, as I'm sure you are painfully aware.

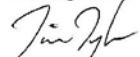
This years' options include a "do nothing" approach which basically consists of remodeling the existing ramp. If I were a gambler, this is where I would put my money. There will be funds for this project and it can be accomplished with little downtime. But it's never that easy, is it. You tossed in a real nice option to tear down Ivar's and put ferry offices in its place. Someone must have drawn the short straw to come up with that option. \*DOA\*.

The plans that call for a new pier and parking on the "tank farm" could work, and the Easterly option would be best, especially if you could convince (\$\$\$) the tribes to add parking similar to Columbia Beach over the "sensitive" eel grass. But you won't. I know you won't because you don't have the funds or the political will. You haven't come close to even adding a single park and ride on the Mukilteo side. I think you dropped the ball when it comes to actually studying options for relocating. You dismissed Everett and Edmonds without even one hearing here. I'm sure you have good reasons, but it sure wouldn't break any hearts here if the pier went away completely and we could use the most valuable piece of Puget Sound shoreline for all Washingtonians. Waterfront parking is a huge waste of this resource. Have you looked in to queuing traffic offsite and transporting it to the dock as several Canadian sites have done for years? Your Japanese Gulch queue would be a much better option, getting all traffic off of the Speedway and accessing from the Boeing Freeway. Too expensive? Yes, but it doesn't cost much to have a few more years of meetings to discuss it.

Where is the discussion regarding passenger only ferries? Must be in the pile with the commuter parking lot. Who says we cannot redefine the ferry system? Reservations, fewer runs per day, higher prices and different union and Coast Guard regulations making it more cost effective. Who says we need to accommodate every car that comes along? A nice toll booth at Deception pass might help cover some costs too! Oh, and when will we see the new tunnel/bridge designs?

I wish you well, especially those of you that have only been on this project for the last ten or fifteen years. You "newcomers" will eventually catch on to the game and realize this pipedream hinges on cash. And we don't have it. You have a good job, so hang on to it for as long as possible. Actually solving this traffic nightmare may cost you more than it costs us...

Best regards,



Tim Taylor

425-330-0399 cell

Twitter: MukilteoTim

Email: TimTaylor@kw.com

I-082-001

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Chapter 1 of the Final EIS describes the purpose and need, including how the WSDOT Ferries Division *Final Long-Range Plan* (2009) has shaped the proposed project focusing on multimodal improvements (section 1.5.1); a passenger-only ferry would not be consistent with this plan. Chapter 2 of the Final EIS (specifically section 2.3) describes the alternatives considered and why commuter parking is not included.

I-082-002

Thank you for your comments.

3. Nancy Waddell

- I-083-001** 6 MS. WADDELL: I just wanted to make a small  
7 comment. If you were just getting in your car from here  
8 and going over and going on up the speedway, it does seem  
9 like Elliot 2 is a good option.  
10 That isn't mostly what I do. I use the ferry now  
11 these days to go over and do something pedestrian in the  
12 Mukilteo ferry area like go to Ivar's, go to Barney's.  
13 And I think it's really important how the pedestrian  
14 access gets designed in the final design process. And  
15 I'm aware from talking around the pictures that there are  
16 two different things that you would do, either coming off  
17 the ferry as a pedestrian or coming down and accessing  
18 that area as a pedestrian.  
19 You might go to the park, to the lighthouse, to  
20 something over on the other side or come to one of the  
21 restaurants or businesses in that core.  
22 And it seems like the pedestrian traffic needs to  
23 flow both ways easily, and the bus access needs to flow  
24 both ways easily because somebody that's coming down from  
25 Mukilteo on the bus isn't necessarily going to the ferry.  
7
- I-083-002** 1 And if that's the only place where you can get the  
2 bus, then they have a long walk over to the park or the  
3 lighthouse, so they're just different considerations that  
4 I think ought to be looked at.  
5 And I'm not sure -- I would like to know more about  
6 the six bus phase. As you say, we have only two buses at  
7 any one time that come there now. And most transit  
8 budgets are being cut, so I'm not sure why they need a  
9 six bus phase there.  
10 I'd rather have that as pedestrian walkway or beach  
11 access or something else unless somebody's going to put a  
12 whole bunch more buses in there. Thanks.

### I-083-001

Thank you for your comments regarding the project alternatives and pedestrian flow along the waterfront and to the Mukilteo Ferry Terminal. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The Preferred Alternative would improve the multimodal connections for rail and bus users, bicycles, and pedestrians. This will enhance the usability and efficiency of the ferry system for all users. Facility improvements such as sidewalks will be designed to meet current WSDOT requirements.

### I-083-002

WSDOT met with Community Transit and Everett Transit to identify their future transit needs at the Mukilteo Ferry Terminal to design an adequate transit facility for today and almost 30 years into the future. The six bus bays would provide bus layover space (buses waiting to begin their next run) for both existing and possible future routes. Presently, transit providers do not have a formal location to layover. Layover is an important aspect of providing high quality transit service. The Preferred Alternative (a modified version of Elliot Point 2) and the Elliot Point 1 Alternative would provide a waterfront promenade.

**Why are you interested in the project?**

- I live nearby, Bayview/Clinton.
- I'm an occasional ferry rider
- Other: access to local businesses in Mukilteo (I use this) as a pedestrian.

**Please share your comments about each project alternative.**

**I-084-001**

**No-Build**

Not bad except for closure potential – bad! Keep the charm of current set-up.

**Existing Site Improvements**

A lot of money to do not much

**Elliot Point 1**

Too far from rail station, too expensive like the creek daylighting.

**Elliot Point 2**

Okay but need pedestrian considerations for both park access and bus/rail access and access to restaurants and Rosehill Center.

**Please share your feedback on the environmental analysis**

**I-084-002**

The tribal considerations are important! I like daylighting the creek – would be good even if not required. Make a historical site marker/memorial of some sort. Stormwater facility should be attractive, not just utilitarian.

**Other comments?**

**I-084-003**

Why are 6 bus bays needed? I doubt that many bus lines will ever run there. Use for better pedestrian and shore access. Business access is very important!

Name: Nancy Waddell

Address: 3575 Staats Dr.

City: Clinton

State: WA

Zip: 98236

E-mail: [nancyw@whidbey.com](mailto:nancyw@whidbey.com)

**I-084-001**

Thank you for your comments regarding the project alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**I-084-002**

WSDOT and FTA agree that tribal considerations important and are actively working with affected tribes to address any concerns.

The Preferred Alternative would not affect the areas above the culvert and does not propose to daylight Japanese Creek during construction of this project. However, in the future the City of Mukilteo plans to restore a section of Japanese Creek to its previous channel and daylight the creek along the Possession Sound shoreline, which would restore riparian and aquatic habitat. Daylighting Japanese Creek and other creek restoration activities would increase riparian and aquatic habitat. The City recently added weirs to a section of the creek to allow fish access to an adjacent wetland, which increases rearing and foraging habitat.

Section 4.11 of the Final EIS discusses stormwater; however, final design of the stormwater facilities is still in progress.

**I-084-003**

WSDOT met with Community Transit and Everett Transit to identify their future transit needs at the Mukilteo Ferry Terminal to design an adequate transit facility. The six bus bays would provide space for bus layover (buses waiting to begin their next run). Presently, transit providers do not have a formal location to layover. Layover is an important aspect of providing high quality transit service. For the Preferred Alternative (Elliot Point 2) and the Elliot Point 1 Alternative, a waterfront promenade would also be provided.



**WSF Mukilteo Comments**

**From:** dknwebb@comcast.net [dknwebb@comcast.net] **Sent:** Mon 2/27/2012 5:06 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/27/2012 5:06:22 PM

=====My Contact information=====

Name: Norman Webb  
 E-mail: dknwebb@comcast.net  
 Phone:  
 Street Address: 603 Washington Ave  
 City: Mukilteo  
 State: WA  
 Zip Code: 98275

===== My Question/Comment/Complaint =====

- I-085-001** I attended the public hearing in Mukilteo on 2/22/12 and understand that the (4) options are based on EIS impacts, as developed by the State of Washington. And I understand that the benefits of the Multimodal are to improve/limit vehicle traffic and provide alternate resources. MY VOTE IS FOR THE "NO-BUILD OPTION", because the funding is not clear and I don't want to be stuck for the improvement costs, when the bonds fail.
- I-085-002** In addition, no where in the presentation or literature did I see anything in conjunction with improving the Mukilteo waterfront or bus/vehicle traffic up and down SR 525. As a local, I see that we are spending millions on a new Terminal, with no overall planning for the community as a whole. I believe you should incorporate the study that the City has under consideration, where they're looking at a new road down Japanese Gulch, extending north from Paine Field Boulevard just to the west of the Boeing plant and leading directly to the tank-farm area.

=====

=== Browser Type ===

Browser: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)

**I-085-001**

Thank you for your comments on the Mukilteo Multimodal Project and identifying your preference for the No-Build Alternative. WSDOT has identified the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on comments from the public, agencies and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. Please see Chapter 2 of the Final EIS for information about the design refinements.

**I-085-002**

The purpose of the Mukilteo Multimodal Project is to provide safe, reliable and efficient service and connections for those traveling between Island County and the Seattle-Everett metropolitan area and beyond. For these reasons, improvements are focused on the terminal building, ferry operations and intermodal connections.

Access through Japanese Gulch was considered earlier, but was dropped from further analysis due to extensive environmental impacts. Appendix E, Alternatives No Longer Considered, in the Final EIS documents the alternatives considered but not studied further and describes the screening evaluation measures and results for the project. Additionally, the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>) documents the project's development of concepts and alternatives.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/2/2012

**WSF Mukilteo Comments**

**From:** pomeroy7@yahoo.com [pomeroy7@yahoo.com] **Sent:** Sat 2/25/2012 11:12 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/25/2012 11:12:08 AM

=====My Contact information=====

Name: Ritchard Pomeroy  
E-mail: pomeroy7@yahoo.com  
Phone: 206.905.9660  
Street Address: 12303 Harbour Pointe Blvd  
City: Mukilteo  
State: WA  
Zip Code: 98275

===== My Question/Comment/Complaint =====

**I-086-001** We support proposal number ONE. Let's go big for the next generation to enjoy the waterfront and inspire more business. Love the traffic re-design, the extended prom and the creek restore.  
Thanks for all you are doing for us!

Ritchard & Theresa Pomeroy  
Mukilteo, WA

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 6.1; WOW64) AppleWebKit/535.11 (KHTML, like Gecko)  
Chrome/17.0.963.56 Safari/535.11

**I-086-001**

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 1. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/2/2012

**WSF Mukilteo Comments**

**From:** bob.shulkind@gmail.com [bob.shulkind@gmail.com] **Sent:** Sat 2/25/2012 2:50 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/25/2012 2:50:56 PM

====My Contact information====

Name: Robert Shulkind  
E-mail: bob.shulkind@gmail.com  
Phone: 425-355-5925  
Street Address: 512 15th Place  
City: Mukilteo  
State: WA  
Zip Code: 98275

==== My Question/Comment/Complaint =====

**I-087-001** My family lives just off Highway 525, Mukilteo Speedway, in Mukilteo, WA. On holiday weekends and during the summer, the traffic queues in the ferry lane. However, the drivers frequently ignore the diagonal white lines and signs that specify not to stop in those areas. This is very dangerous as it is very difficult to see both south and north if it is clear enough to enter the roadway. There have been many close calls and it's just a matter of time until someone gets seriously hurt.

It seems to me that a very simple solution, which is universally recognized, would be to use red paint instead of white paint for the diagonal lines. Drivers are more attuned to red meaning 'NO!' whereas white does not stand out and is easily overlooked.

Thank you for your consideration.  
Robert Shulkind

=====

=== Browser Type ===

Browser: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.1; WOW64; Trident/4.0; GTB7.2; SLCC2; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30729; Media Center PC 6.0; .NET4.0C)

**I-087-001**

Thank you for your comments. Pavement markings need to be consistent with standards in the Manual of Traffic Control Devices. Red paint is not an approved color and is less visible than white paint, especially during the nighttime.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/2/2012

13. Rod Roehuett

**I-088-001** 8 MR. ROEHUETT: So as mentioned earlier, the  
9 charm of the area is really nice. Most of us probably  
10 get a meal at Ivar's occasionally. And having access to  
11 that kind of stuff, whether it's us or people coming to  
12 visit to get a meal on the way over or whatever, you  
13 know, wait for the next ferry, have something to eat,  
14 access to that kind of stuff, that mix of communities  
15 crossing over.  
16 Overnight parking, I know the ferry system doesn't  
17 think that's part of it or the legislature doesn't, but  
18 it's part of that mix. It's part of the intermodal mix  
19 it would seem to me to have overnight parking, and it  
20 would reduce the number of cars on the ferry.

**I-088-002** 21 The ADA wheelchair access is real important, whether  
22 it's two strollers passing or a couple of wheelchairs  
23 passing, being able to have good surface and good access  
24 with wheelchairs is really important. It really hits you  
25 when you're pushing one, or you're got somebody in your  
19  
1 family or you're riding in one.

**I-088-003** 2 And the ticket price, that'd be about the last  
3 thing. Try to maintain a reasonable ticket price, at  
4 least for walk-on folks.

**I-088-001**

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

The Preferred Alternative would not displace Ivar's. A large supply of overnight parking is not available today and the build alternatives do not propose additional parking supply for overnight use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

**I-088-002**

Pedestrian ramps and sidewalks would be designed to meet current WSDOT design standards, including standards for ADA accessibility.

**I-088-003**

Comment acknowledged. However, ticket pricing is not a component of this project.

**Why are you interested in the project?**

- I live nearby, Old Town
- I'm an occasional ferry rider
- My business is affected by the ferry
- Other: Resident of Mukilteo 40+ years

**Please share your comments about each project alternative.**

**I-089-001**

**No-Build**

Best solution. Then, convert tank farm into a nice Mukilteo waterfront village.

**Existing Site Improvements**

Use the extra expense saved from "No-Build" to convert tank farm into a marina and shops.

**Elliot Point 1**

No way. Not good. Don't turn Mukilteo waterfront property into a parking lot.

**Elliot Point 2**

No way. Not good.

**Please share your feedback on the environmental analysis**

Extra cars and traffic with options Elliot Point 1 and Elliot Point 2 would have a negative impact on the environment.

**Other comments?**

Please don't turn Old Town Mukilteo into a big parking lot.

Name: Ron Lee

Address: 204 Lamar Drive

City: Mukilteo

State: WA

Zip: 98275

E-mail: [ronleely@yahoo.com](mailto:ronleely@yahoo.com)

**I-089-001**

Thank you for your comments on the Mukilteo Multimodal Project and identifying your preference for the No-Build Alternative. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

The multimodal aspect of this project is meant to help address congestion in this area by encouraging the use of various modes of transportation through better connections to transit, rail, and ferries. The project is not expected to increase vehicle volumes to the ferry compared to No-Build Alternative. Information on vehicle volumes can be found in Chapter 3, Transportation, of the Final EIS. The Preferred Alternative would also avoid impacts to general parking supply in Mukilteo's central waterfront area.

8. Tam Dang

I-090-001

13 MR. DANG: Hi there. My name is Tam Dang,  
14 and I've lived in Mukilteo since 2005, I believe. I'm  
15 hoping to see something that would address the issue on  
16 the speedway specifically where the top of Mukilteo  
17 Elementary Middle School is all the way down to Old Town.  
18 During the height of the spring/summer season, you  
19 see a lot of traffic that gets backed up possibly to the  
20 7-Eleven up there, but I see the passengers, the traffic  
21 as far as pedestrians and the various traffic that merges  
22 say, for example, onto the speedway.  
23 And almost on a weekly basis I see accidents on the  
24 speedway, and I just think that it's just a matter of  
25 time that there would be a fatality somewhere along that  
11  
1 strip.  
2 And I feel sorry for all the moms and dads who try  
3 to merge at the bottom after dropping their kids off at  
4 school, trying to merge back onto the speedway again.  
5 It's something that's bad now. And if it's not going to  
6 get addressed, it's just going to get worse, and so  
7 something like that should be addressed.

I-090-001

The Transportation Discipline Report provides a summary of collision trends (2005 through 2009) for study area intersections. This analysis shows that the proportion of collision severity (property damage only, injury, and fatality) has remained similar over the last several years and that the overall frequency of collisions in the SR 525 corridor has been in decline.

As described in section 3.3.1 of the Final EIS (see Figure 3-6), the queue lengths from the toll booths would be reduced with the Preferred Alternative (a modified version of Elliot Point 2) and Elliot Point 1 Alternative, compared to the 2040 No-Build Alternative. Because these two alternatives propose to relocate the existing ferry terminal to the east, the queue lengths on SR 525 are anticipated to be shorter compared to today. The queue length on SR 525 would increase slightly with the Existing Site Improvements Alternative.

Among the refinements made to the Preferred Alternative, which are described in Chapter 2 of the Final EIS, the holding area was expanded to have the capacity of up to 266 vehicles. This also helps to reduce the queues from extending onto SR 525.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**WSF Mukilteo Comments**

**From:** vanriper@whidbey.com [vanriper@whidbey.com] **Sent:** Fri 2/24/2012 6:52 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 2/24/2012 6:52:14 PM

=====My Contact information=====

Name: Roy Van Ripper  
E-mail: vanriper@whidbey.com  
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City: Freeland, Wa (Whidbey Island)  
State: WA  
Zip Code: 98249

===== My Question/Comment/Complaint =====

**I-091-001** | Hopefully a revised Mukilteo terminal will include a separate covered passenger ramp and appropriate modifications to the ferries so passengers can enter and exit ferries at the at the same time as vehicles.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_6\_8) AppleWebKit/534.52.7 (KHTML, like Gecko)  
Version/5.1.2 Safari/534.52.7

**I-091-001**

Overhead passenger loading, which allows pedestrian traffic to load and unload concurrently with vehicular traffic, is an element of each Build Alternative.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/2/2012

**Why are you interested in the project?**

- I live nearby, Washington Ave off SR 525.
- Other: Congestion on SR 525 often obstructs access to my home from 525.

**Please share your comments about each project alternative.**

**I-092-001**

**No-Build**

Does not ease congestion on SR 525.

**Existing Site Improvements**

Does not improve congestion on 525.

**Elliot Point 1**

This is the only proposal that actually addresses congestion on 525. Heavy traffic on 525 is dangerous and the roadway is narrow. Widening would make it more dangerous as well as harmful to the community.

**Elliot Point 2**

Does not improve congestion on SR 525.

**Other comments?**

**I-092-002**

None of these alternatives address congestion on 525 above the waterfront. Nearly all improvements help commuters but nothing here helps the local residents who actually live along 525.

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State: WA

Zip: 98275

E-mail: [s.c.ames@hotmail.com](mailto:s.c.ames@hotmail.com)

**I-092-001**

Thank you for your comments regarding the project alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**I-092-002**

Section 3.3.1 of the Final EIS (see Figure 3-6) describes how the queue lengths from the toll booths would be reduced with the Preferred Alternative (a modified version of Elliot Point 2) and Elliot Point 1 Alternative, compared to the 2040 No-Build Alternative. Because these two alternatives propose to relocate the existing ferry terminal to the east, the queue lengths on SR 525 are anticipated to be shorter compared to today. The queue length on SR 525 would increase slightly with the Existing Site Improvements Alternative.

Among the refinements made to the Preferred Alternative, which are described in Chapter 2 of the Final EIS, the holding area was expanded to have the capacity of up to 266 vehicles. This also helps to reduce the queues from extending onto SR 525.



10. Suzann Oakes

**I-093-001** 23 MS. OAKES: Hi, thank you very much. I also  
24 am extremely concerned about the cost. The ferry system  
25 has run in the red ever since we've lived here. It  
13  
1 continues to run in the red, and now we're asking them --  
2 and they're thinking and hoping that they get more funds  
3 to be able to complete this.  
4 What's going to happen if we start to build, and we  
5 run out of funds? Who do you think is going to pass  
6 bonds, or we're going to have to pay taxes. It's going  
7 to come back to us, period.

**I-093-002** 8 I even have concerns about the noise. I live right  
9 up above that area, and the noise has been a factor with  
10 the ferries. It was a factor seven years ago, six years  
11 ago when we had another town hall meeting, and it's still  
12 a factor now.  
13 They have not taken care of that noise, and that is  
14 an environmental impact. We have bald eagles that are up  
15 there in the trees that nest up there. They will no  
16 longer be there. We will not have the bird life.  
17 There are many, many people who go along there and  
18 walk and bike, and it's a very quiet trail. It will now  
19 become a super highway.

**I-093-003** 20 And they have not mentioned what's going to happen  
21 to traffic if we have a freeway running in there. You  
22 know right now it's going to run right up Japanese Hill.  
23 That's where it's got to go. We're going to have to  
24 widen that road.  
25 This is not the only problem we're going to have.  
14  
1 It's just going to be one problem compounding another. I  
2 guess that's mostly it, so thank you very much.

### **I-093-001**

The purpose of the EIS is to identify a project that WSDOT can move forward to implement, after satisfying the requirements of the National Environmental Policy Act and the State Environmental Policy Act. The Draft EIS identified funding as one of the required next steps, and it is correct that not all funding is currently in place. WSDOT is anticipating that a combination of state and federal funds could be used to complete the project. However, WSDOT would not move forward into construction without confirming that funding is available to complete construction and operate the facility.

### **I-093-002**

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. One of the changes that has been incorporated into the Preferred Alternative is a relocation of the WSDOT employee parking facility. As described in the Draft EIS section 4.3.3, Long-Term Environmental Impacts, there were potential noise impacts to the Losvar Condominiums and the Silver Cloud Inn, both noise-sensitive receptors. No other impacts were identified. By moving the WSDOT employee parking away from these sensitive receptors, noise impacts have been eliminated. Please see section 4.3.3 in the Final EIS for the findings of the noise analysis for this project.

### **I-093-003**

Chapter 3, Transportation, of the Final EIS contains additional information about traffic. None of the proposed alternatives would construct a new roadway along Japanese Creek or Japanese Gulch. The purpose of the Mukilteo Multimodal Project is to provide safe, reliable and efficient service and connections for those traveling between Island County and the Seattle-Everett metropolitan area and beyond. For these reasons, improvements are focused on the terminal building, ferry operations, and intermodal connections.

**Why are you interested in the project?**

- I'm an occasional ferry rider.
- Other: My concern of traffic going up and down on the speedway as well as safety on Front Street and SR 525.

**Please share your comments about each project alternative:**

**I-094-001**

**No-Build**

Don't feel there is any way you can increase safety with this option – the traffic @ peak times (summer) the traffic and lack of safety increase 10 fold.

**Existing Site Improvements**

We should not and cannot allow to have Mukilteo businesses be removed but should and can add to the Mukilteo waterfront with boardwalk safely having the vehicle traffic moved east to Elliot Point 1 & 2.

**Elliot Point 1**

This is the best option! For more reasons then there is room t write in this small page.

**Elliot Point 2**

This will work as well but not as well for the traffic coming and going on SR 525. With the growth in the future we are going to need more room as it gives in option 1.

**Please share your feedback on the environmental analysis**

**I-094-002**

I feel the team that put this together has done a great job. There are always small details missed byt the presentation was clear and precise.

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State: WA

Zip: 98225

Email: [ted@ted4mukilteo.com](mailto:ted@ted4mukilteo.com)

**I-094-001**

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 1. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**I-094-002**

Thank you.

12. Terry Clark

I-095-001

6 MS. CLARK: My name is Terry Clark. I'm the  
7 coordinator for the Medical Reserve Corps in Island  
8 County, and my biggest concern with both proposals, all  
9 the proposals, the existing documents is the inability  
10 for our medically-fragile population to make an entrance  
11 and exit from either side.  
12 We have a lot of cross traffic or pedestrian  
13 traffic. It's very difficult for them to access the  
14 buses, the train, get in your own car or parking  
15 elsewhere. It takes a long time for an elderly person  
16 just to cross that intersection.  
17 So I am very concerned about their ability to move  
18 forward as well as this is a population that cannot  
19 afford a ferry hike, so to be able to drive across for  
20 multiple medical appointments is very prohibitive.  
21 Regardless of which project you choose, please keep them  
22 in mind because our population is aging as we all know.  
23 So I really want you to watch out for those that  
24 need the most help, our most fragile persons in our  
25 community, so that's our seniors and elderly. We have a  
18  
1 large population of those with special needs that have  
2 home care and medical issues, so do keep that in mind.  
3 I appreciate your comments tonight, and I do applaud  
4 the hard work involved in putting together such a great  
5 presentation. Thank you so much.

I-095-001

Thank you for your comments regarding the project alternatives. Pedestrian ramps and sidewalks would be designed to meet current WSDOT design standards, including standards for ADA accessibility. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

9. Terry Preshaw

10 MS. PRESRAW: Good evening, everyone. It's a  
11 pleasure to see you all here, and I'm so excited that I  
12 have this opportunity to talk about the options for the  
13 new ferry terminal.  
14 Many of you may recall that I ran for city council  
15 this fall and lost by 18 votes to Ms. Emily, who's over  
16 there in the audience. Say hi to Emily, everyone. Hi,  
17 Emily.  
18 And at that time when we had a little citizens'  
19 meeting here to hear from the candidates, one of the  
20 questions that came up was about the ferry and what we're  
21 going to do, which options we prefer.  
22 One of my campaign platform pieces was we should go  
23 with the no build alternative because guess what?  
24 There's no money. Well, folks, after spending an  
25 afternoon on the phone with multiple lead agencies, I'm  
12  
1 pleased to confirm there's still no money.  
2 So if we have to do something, the best option is to  
3 go with what we can afford, and that is option number no  
4 build, the no build option. It used to be numbered a  
5 different number, but now it's just known as the no build  
6 option.  
7 I believe that, being a resident of Old Town -- I  
8 live on Third Street -- that this really is the best way  
9 to go. We have such an asset in the potential for  
10 converting those tank farms to a place of business, a  
11 place of recreation.  
12 To turn it into a parking lot and a four-lane  
13 highway, I don't think so. We do not want that. Can I  
14 see a show of hands of folks who want that? People here,  
15 do you want a four-lane highway and a parking lot?  
16 Okay. I'm not seeing any hands, so folks I think  
17 the message is clear. You know, we need something that's  
18 practical. We need something we can afford. We need  
19 option 1, no build. Thank you very much.

I-096-001

**I-096-001**

Thank you for your comments regarding the project alternatives and identifying your preference for the No-Build Alternative. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**Why are you interested in the project?**

- I'm a regular ferry rider: Work

**Please share your comments about each project alternative.**

**I-097-001**

**No-Build**

No

**Existing Site Improvements**

No

**Elliot Point 1 AND Elliot Point 2**

I am in favor of moving the new dock as far east toward the Boeing pier as possible with access down Seaway Blvd instead of Highway 525 (The Speedway). Both proposals, 1 & 2 are temporary fixes and does not truly address the kind of traffic expected. Mukilteo needs to decide if they would rather have a partially compromised Japanese Gulch or a tremendous new beach in front of the tank farm.

**Please share your feedback on the environmental analysis**

I am sure it was all necessary.

**Other comments?**

Having the traffic continue to conflict with the beach and the restaurant traffic on 525 is not viable and a waste of money and show little foresight given Mukilteo's redevelopment plans for this area.

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State: WA

Zip: 98260

E-mail: terry@professionalglass.com

**I-097-001**

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see the Final EIS for all of the information about the design refinements.

The multimodal aspect of this project is meant to help address congestion in this area by encouraging the use of various modes of transportation through better connections to transit, rail, and ferries. The proposed project would not cause an increase in traffic, but rather help address the anticipated increase in travel demand on the Mukilteo-Clinton ferry route largely through improved multimodal connections.

The Preferred Alternative will extend First Street to the Mount Baker railroad crossing. Ferry traffic would enter the holding area from the new roadway. This eliminates the conflict between local and ferry traffic at the SR 525-Front Street intersection.

**Why are you interested in the project?**

- I live nearby, off the speedway
- I'm an occasional ferry rider
- Other: Living off the speedway I am very much affected by the traffic from the ferry

**Please share your comments about each project alternative.**

**I-098-001**

**No-Build**

Very bad, very short sighted idea. Would only prolong the agony.

**Existing Site Improvements**

Like above – everything is wrong here – we need a city center and this ferry dock is in the way.

**Elliot Point 1**

Absolutely support this option – It is amazingly elegant as a solution and will be great for Mukilteo for many generations to come. Bravo!

**Elliot Point 2**

Not as good as Point 1 – does not entirely do the job.

**Other comments?**

High time to move ahead with this project.

Name: Ulla Rudd

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State: WA

Zip: 98275

E-mail: [ulla22@msn.com](mailto:ulla22@msn.com)

**I-098-001**

Thank you for your comments on the Mukilteo Multimodal Project and identifying your preference for Elliot Point 1. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

**Why are you interested in the project?**

- I live nearby, 415 5<sup>th</sup> St.

**Please share your comments about each project alternative.**

**I-099-001**

**No-Build**

Does not address overcrowded light house park parking.

**Existing Site Improvements**

Same as above

**Elliot Point 1**

Best, but does not seem to allow parking for existing land locked park next to Mount Baker Terminal.

**Elliot Point 2**

Does not reduce crowding at light house park as much as #1.

**Please share your feedback on the environmental analysis**

Only the two Elliot Point sites seem feasible.

**Other comments?**

Do it now!

Name: Peter Nielson

Address: 415 5<sup>th</sup> Street

City: Mukilteo

State: WA

Zip: 98275

E-mail: [Nielson425@comcast.net](mailto:Nielson425@comcast.net)

**I-099-001**

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 1. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan* (2009), the alternatives are designed to minimize the need for additional driving to the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

The design refinements for the Preferred Alternative avoid impacts to Mukilteo Station's existing parking and relocate the proposed ferry employee parking to the transit center. Chapter 2 of the Final EIS further describes the Preferred Alternative's design refinements. Chapter 8 of the Final EIS provides a response to the public comments requesting parking as part of the project.

With the Elliot Point 1 Alternative, the First Avenue extension would modify access to the Mount Baker Terminal shoreline access area and its parking. A public access road is planned to the Mount Baker Terminal, but the Port is waiting for the U.S. Air Force property transfer before it undertakes this improvement.

**WSF Mukilteo Comments**

**From:** gottuso@gmail.com [gottuso@gmail.com] **Sent:** Sat 3/3/2012 11:15 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 3/3/2012 11:15:51 AM

=====My Contact information=====

Name: Nicholas Gottuso  
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Street Address: 1202 8th Drive  
City: Mukilteo  
State: WA  
Zip Code: 98275

===== My Question/Comment/Complaint =====

**I-100-001** I support Elliot Point Option 1 which relocates the ferry terminal and structures to the eastern end of the Tank Farm.

Alternatively, I support Elliot Point Option 2, which moves the terminal to the western edge of the Tank Farm.

**I-100-002** The most important issue for me as a Mukilteo resident is to improve and reclaim as much of current terminal parking and facility buildings for city use and redevelopment.

A wide promenade along the waterfront is a key part of our Mukilteo 2020 vision. Every effort should be made to make this promenade as extensive as possible between the shoreline running from Mukilteo Lighthouse Park and the Boeing Pier.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_6\_8) AppleWebKit/534.52.7 (KHTML, like Gecko)  
Version/5.1.2 Safari/534.52.7

**I-100-001**

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 1, followed by Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. Please see Chapter 2 of the Final EIS for information about the design refinements.

**I-100-002**

The extent to which each of the alternatives provides the potential for mixed use commercial and residential use of the existing terminal and holding area is discussed in the Final EIS section 4.2, Land Use. By relocating the terminal in either Elliot Point alternative, some land could be made available for development under the City's mixed use zoning. The Preferred Alternative also includes a continuous promenade along the waterfront.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/8/2012



**WSF Mukilteo Comments**

**From:** matt.hassrick@whidbey.com [matt.hassrick@whidbey.com] **Sent:** Sun 3/4/2012 10:08 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 3/4/2012 10:08:45 PM

=====My Contact information=====

Name: Matthew Hassrick  
E-mail: matt.hassrick@whidbey.com  
Phone: 360-341-3504  
Street Address: 6446 Harding Ave  
City: Clinton  
State: WA  
Zip Code: 98236

===== My Question/Comment/Complaint =====

**I-101-001**

My wife and I own Matt's Import Haven in Clinton, WA. We are an automotive repair shop that has 4 1/2 employees (plus my wife and I work there as well). We rely on the ferry for our daily parts deliveries. Plus several times a week we make last minute runs to Mukilteo for parts we need that day. Not being able to make this crossing in a timely manner would mean we have to send our employees home and our customers would have to be without their personal transportation for longer periods of time! As I understand with the No-build and Existing Site Improvements options there could be a 3 to 9 month closure of the Mukilteo terminal. For us this would be a show stopper! We are in favor of either Elliot Point 1 or 2 because it wouldn't impact our shop at all. Elliot 1 or 2 offers many advantages over the No-build or Site Improvement plans. However I think that tribal issues could raise the cost or prevent Elliot 1 and/or 2 from going ahead. That said we feel Elliot 1 or 2 are the only real possible choices whatever the cost. The current location is a bottle neck and a disaster that is only going to get worse!!!

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 6.1; WOW64; rv:10.0.2) Gecko/20100101 Firefox/10.0.2

**I-101-001**

Thank you for your comments on the Mukilteo Multimodal Project, describing the importance of the Ferry system to your business, and for stating how a long-term closure could impact your business. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. As you note, the Preferred Alternative and Elliot Point 1 both avoid closure and disruption of service.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/8/2012

**WSF Mukilteo Comments**

**From:** filioncl@comcast.net [filioncl@comcast.net] **Sent:** Sat 3/3/2012 12:07 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 3/3/2012 12:07:13 PM

=====My Contact information=====

Name: Cheri L. Filion  
E-mail: filioncl@comcast.net  
Phone: (425) 273-1624  
Street Address: 1133A 10th Ave E  
City: Seattle  
State: WA  
Zip Code: 98102

===== My Question/Comment/Complaint =====

**I-102-001** I object to the failure to consider reducing wait time for cars on this run As it doesn't go into a big city like Seattle, car usage will likely always be high. Yet it isn't even a stated reason for needing the project.

**I-102-002** My input is to keep the old dock and build a new as well. That way there is a second slip on both sides that can be used for rush hour and weekend ferry use. Otherwise I don't see that this or any project can build enough car holding area for the projected future. Either that or build 2 docks. first one then the other.

Of the four proposals, I previously submitted my vote for Elliot Point 1. however, I have reconsidered that option and I feel Elliot Point 2 is the better option. It is closer to the train for commuters and has a shorter dock into the bay. I don't think you will ever build your way out of the need for more and more holding area, so why bother with Elliott Pt 1? It will provide only temporary relief. Train usage surely will increase over time yet the train won't get any boeing employees to work. Please reconsider this plan.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_7\_3) AppleWebKit/534.53.11 (KHTML, like Gecko)  
Version/5.1.3 Safari/534.53.10

**I-102-001**

Comment acknowledged; however, increasing the frequency of ferry crossings is not the purpose nor a component of this project.

**I-102-002**

Thank you for your comments regarding the project alternatives and identifying your preference for the Elliot Point 2 Alternative. WSDOT considered these comments as they went through the process of identifying the Elliot Point 2 Alternative as the Preferred Alternative for this project. The Preferred Alternative's design can accommodate a second slip should WSDOT decide to build one in the future; however, it is not part of the current project.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/8/2012

## Comments on Mukilteo Ferry Terminal Planning

I-103-001

I favor moving the Mukilteo Ferry terminal to the Elliot Point 2 site for the following reasons:

Major ferry terminal improvement projects are extremely infrequent and expensive and need to last for many decades, so they should be done right, not on the cheap. Doing it right means addressing all current and projected deficiencies, facilitating Mukilteo to at last take full advantage of their magnificent site, and providing for ferry capacity needs well into the future. Here are the improvements I and many others, both ferry riders and Mukilteo residents alike, believe are needed to make the most heavily vehicle-travelled ferry route in the system and the town of Mukilteo first class now and far into the future:

1. The terminal needs to allow the use of larger ferries. The route is too short for running more than 2 ferries, so the ferry slips must accommodate ferries even larger than 144 cars for when the traffic increases to that extent. The terminal height above the water needs to take into account the unfortunate reality of the accelerating rise in sea level.
2. The mixing of local traffic and ferry traffic is viewed as undesirable by all concerned and gets worse by the year. The current ferry lane alongside the local lane going down the hill to the terminal is viewed as EXTREMELY undesirable by ferry users, since its design, if one can call this after-thought design, is the source of line cutting. A bold new approach is needed. The state needs to collaborate with Boeing to put a Thompson-barriered, 40 mph, 2 lane, natural tree-lined terminal access road down the ravine below 40<sup>th</sup> Ave W alongside the Boeing railroad track to the water, thereby connecting the Boeing Freeway (526) directly with the terminal. I have included a suggested diagram of the intersection with the Boeing Freeway that seamlessly avoids a new bottleneck stoplight by utilizing single lane overhead ramps similar to but smaller than those where 526 meets I5. In order to accomplish this, the rag tag businesses on the East side of 40<sup>th</sup> Ave W may need to be moved using some sort of land swap, a far less objectionable approach than moving Ivars. As this road nears the water, it would pass under the Mukilteo Blvd. bridge as the railroad track does now. This approach completely separates local traffic from ferry traffic and eliminates the possibility for line cutting while preserving and greatly streamlining terminal access to and from the Boeing Freeway and the Mukilteo Speedway.
3. Lower Mukilteo is an outstanding waterfront site that is presently woefully underutilized and precluded from being an aesthetic recreational and retail destination because it is dominated by the ferry terminal. The complete removal and relocation of the present terminal and parking lot would allow sensitive and valuable development with a nautical "Mukilteo by the Sea" atmosphere, including expanded beach access, promenades,

## I-103-001

Thank you for your comments on the Mukilteo Multimodal Project and identifying your preference for Elliot Point 2. Chapter 1, Purpose and Need, and Chapter 2, Alternatives Considered, describe how the purpose and need influenced the choice of alternatives, and how the WSDOT Ferries Division *Final Long-Range Plan* (2009) influenced the assumed design requirements. Ferries that hold 144 cars are proposed to replace the current 124-car ferries on this route based on the *Final Long-Range Plan*. Larger ferry vessels are not proposed at this time.

As discussed in section 4.9.8 of the Final EIS, the Mukilteo project team considered the potential impacts of climate change during preliminary design and the potential for changes in the surrounding natural environment. The current projected medium change in Puget Sound sea level is 13 inches by 2100, with a range of 6 inches to 50 inches (Mote et al. 2008). Overall, recent studies appear to be converging on projected increases in the range of 2 to 4 feet, which has been taken into account by project design engineers.

The Preferred Alternative extends First Street and increases the vehicle holding area. Queues would also be shortened by optimizing transaction time at toll booths and when all four toll booths are open.

We appreciate your detailed diagram. Reconfiguring SR 525 near Paine Field would be considered as a separate project from the multimodal facilities by WSDOT and the City of Mukilteo. Many concepts and locations for the ferry terminal were considered during the development of alternatives as described in the Final EIS and the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010).

Section 4.2, Land Use, of the Final EIS describes how the project alternatives respond to the City's plans for revitalizing its waterfront and

I-103-001

shops, galleries, historical and natural exhibits, and restaurants, completely transforming the town in the best possible way.

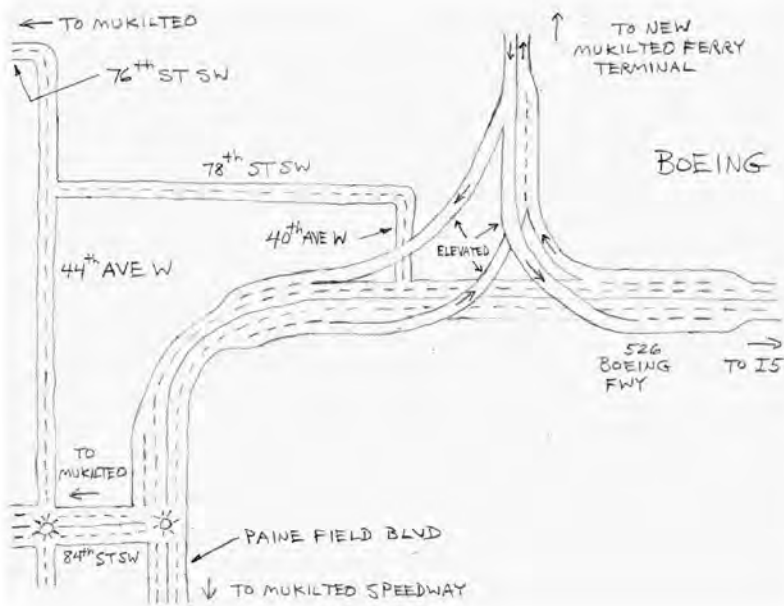
4. Because Ivars and any potential new businesses may depend on ferry travelers for some of their business, it is imperative there be a connecting link between the new ferry terminal and the waterfront core as well as to rail and bus transportation. Both a covered promenade and a trolley/shuttle are possibilities.

An opportunity to correct past mistakes and get it right with regard to a major transportation link and the character of a whole town comes along once in 100 years, if ever. We can either have a gateway to Whidbey and a charm-filled, job-filled town of which to be proud, or we can take the prosaic, low ball, nuts and bolts path. Future generations will either praise us for our wisdom, vision, and foresight or condemn us for taking a very narrow, Philistine view, pinching pennies, and being content with far less than half a loaf.

Bill Viertel

Coupeville

improving environmental functions, including how the alternatives address the City's Shoreline Management Plan requirements. The Preferred Alternative includes a continuous walkway along the shoreline from the First Street extension to the Transit Center.



**Why are you interested in the project?**

- I live nearby, Whidbey Island
- I'm a regular ferry rider. Other
- Other: access to local businesses in Mukilteo (I use this) as a pedestrian.

**Please share your comments about each project alternative.**

**I-104-001**

**No-Build**

Not a real option. It would only continue an already bad situation.

**Existing Site Improvements**

This would not get at the heart of the problem. If you are going to spend this amount of money, you might as well go for the Elliot Point 2 version.

**Elliot Point 1**

This is a lot of money just to supposedly reduce the line. The ferry was there before all those MacMansions that now complain about the traffic. What about native Whidbey Island residents that will have to put up with the increases on the other side?

**Elliot Point 2**

**I-104-002**

This looks to be good value for the money. Although I am surprised there is only one ferry slip. Why not 2? As on the Clinton ride. Some day we could have four ferries in season – one every 15 minutes, which would also eliminate lines.

**Please share your feedback on the environmental analysis**

**I-104-003**

Impacts are unavoidable – they've been there since white men have come to the area big-time. Short of building a tunnel to the other side, there is no way around it.

**Other comments?**

**I-104-004**

I think as part of the design, there should be a meaningful public, prominent monument to commemorate the Point Elliot Treaty, perhaps on the eastern part of the site. Also, whatever you do, save Ivars.

Name: F.R. Sehram (Whidbey Watershed Stewards)

Address: Box 1567

City: Langley

State: WA

Zip: 982600

E-mail: [fschram@whidbey.com](mailto:fschram@whidbey.com)

**I-104-001**

Thank you for your comments regarding the project alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**I-104-002**

All of the build alternatives include one slip, with the ability to accommodate construction of a second slip in the future, as a separate project. As the percent of sailings that are at capacity increases, a second slip will be evaluated. Please see Chapter 2 of the Final EIS for a description of the alternatives.

**I-104-003**

Thank you for your comment. As you note, impacts occur when projects are built. WSDOT and FTA will avoid, minimize, or mitigate environmental impacts related to this project depending on the impact and what is feasible or necessary.

**I-104-004**

The Preferred Alternative (a modified version of the Elliot Point 2) would provide the most opportunity to incorporate features into the terminal design to reflect the cultural and historic significance of the project area to Native American tribes. Chapter 7, Public Involvement, of the Final EIS describes the tribal coordination efforts for this project. This alternative would also avoid displacing Ivar's.

**Why are you interested in the project?**

- I live nearby, Chennault Beach

**Please share your comments about each project alternative.**

**I-105-001**

**No-Build**

Best of four poor choices for Mukilteo. Equally ineffective in alleviating north and south bound traffic on SR 525 and tank farm. Should be entirely preserved as green space and for community businesses.

**Elliot Point 1**

Very bad. Destroys scenic beauty of tank farm, inhibits meaningful access to shoreline, threatens future of Japanese Gulch and Creek.

**Elliot Point 2**

Quite bad for same reasons.

**Please share your feedback on the environmental analysis**

Option 1 and option 2 wipes out shoreline (#1 and #2 options) threatens Japanese Gulch, disables function of SR 525, destroys old town (in long term).

**Other comments?**

**I-105-002**

The truly best solution is to build the ferry facility at outflow of Powder Mill Gulch. Almost no impact on existing buildings (only 1 old house) and best produces a 2<sup>nd</sup> North/South road or all will suffer. (I will not be here) to include Mukilteo (the city and community) and the ferry service/users.

Name: E. Scott Casselman MD

Address: Friends of the Mukilteo Waterfront, 10102 64 Pl W

City: Mukilteo

State: WA

Zip: 98275

Email: [scasselman@gmail.com](mailto:scasselman@gmail.com)

Note: Call me 425-3463535

Mr. Pat Smith: Mukilteo.

**I-105-003**

Note: Copy the function of Kingston Ferry = holding area on open airport space @ SR 525 and 106<sup>th</sup> Street. Big idea.

**I-105-001**

Thank you for your comments on the Mukilteo Multimodal Project and identifying your preference for the No-Build Alternative. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

**I-105-002**

WSDOT has been developing alternatives for the Mukilteo Multimodal Project since the beginning of the NEPA/SEPA process in 2004. Moving the Mukilteo ferry terminal out of Mukilteo was considered but not carried forward for evaluation in the EIS. A summary of the alternative development process can be found in Appendix E, Alternatives No Longer Considered.

**I-105-003**

Thank you for sharing your idea. The Preferred Alternative was modified to increase the holding area as described in Chapter 2 of the Final EIS.



**Maya Hunnewell**

**From:** dvannan@aol.com  
**Sent:** Thursday, March 08, 2012 1:03 PM  
**To:** WSF Mukilteo Comments  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment

The following is the contents of a form submitted on 3/8/2012 1:03:29 PM

=====My Contact information=====

Name: Don Van Winkle  
E-mail: dvannan@aol.com  
Phone: 425-353-6538  
Street Address: 610 Front ST #307  
City: Mukilteo  
State: WA  
Zip Code: 98275-1564

===== My Question/Comment/Complaint =====

**I-106-001**

**No-Build Alternative:**

Safety of pedestrians and vehicle traffic will only get worse at the terminal intersection with annual increased use. Ferry terminal turnaround time will continue to exceed 15 minutes during the weekday afternoons and Lighthouse Park usage during the spring and summer months.

**Existing Site Improvements:**

Both the No Build and this option does nothing to improve the liquefiable soils and continual erosion of the shoreline, in front of Losvar's and Ivar's, created from strong vessel prop wash every time a vessel comes in and out of the terminal, which can occur every 15 minutes during different tide levels. Delayed terminal turnaround time will still be a problem during busy periods.

**Elliot Point 1 Alternative:**

A very good feature of this alternative is, all 10 metal fuel tank remnants will be removed in order to accommodate the land layout. However, this alternative creates the greatest negative impact to the in-water environment during construction, due to the needed dredging and large quantity of pilings required to reach deep water during low tides.

There is a hidden cost factor that could escalate with change orders due to the unknown. The Port of Everett experienced this while building the Mt. Baker Terminal.

**Elliot Point 2 Alternative:**

This is definitely the best choice for the vessel terminal. It is located in an area of natural deep water with no shoreline exposure even during extreme low tides. Heavy riprap already in place along with the nature deep water will minimize the effects of vessel prop wash. The distance from vessel to shore is the shortest of all alternatives and any dredging will be minimal, reducing costs and installation time. The annual maintenance costs will be lower. This option would make it easier and cheaper to add a second terminal. Also, incoming vessels are not as subject to the prevailing strong southerly winds for an easier landing.

Another thing of importance is, that primary utilities are located near the Sound Transit site, but not at the Mt. Baker site. The POE had to modify the required utilities they needed for the Mt Baker Terminal project.

**I-106-002**

**Environmental Analysis:**

Tank Farm Pier removal. Over time, those ancient creosote pilings and rotting wooden supports have broken loose, fallen into the water and floated downstream to the existing ferry terminal. Since the vessels come in to dock every 30 minutes, much of this creosoted material has wound up on our shoreline and against our docks pushed there by ferry vessel prop wash.

**I-106-003**

**Other Comments:**

One of the most important transportation impacts the Elliot Point Alternatives would provide, is the restoration of First Street from

**I-106-001**

Thank you for your comments on the Mukilteo Multimodal Project and identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Elliot Point 2 Alternative have been identified to further improve its ability to meet the purpose and need, reduce impacts, or improve other benefits. The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

**I-106-002**

Creosote-treated piles from the tank farm would be removed as part of the terminal demolition activity for the Preferred Alternative.

**I-106-003**

The Preferred Alternative would improve the multimodal connections for rail and bus users, bicycles, and pedestrians. This will enhance the usability and efficiency of the ferry system for all users.

The Preferred Alternative would extend First Street to an intersection with the Mount Baker railroad crossing, which would improve emergency access and egress. The intersection to the crossing would also be designed to serve non-motorized users as well as general purpose vehicles, consistent with the City of Mukilteo's plan to open the Mount Baker railroad crossing to general-purpose traffic when the Port of Everett completes an access road leading to the Mount Baker Terminal

I-106-003

Park Ave. to the Mt.Baker RR Crossing. Currently, there is no public street if anything happens (e.g., bridge failure, earthquake) to close down SR525. This is a huge concern for those of us that live or work at the waterfront.

I support Marco Liras, vice chair of the House Transportation Committee, who prefers a combination of the two Elliot Point Alternatives.

Elliot Point 2 should be used for the new Terminal and Buildings.

Elliot Point 1 layout of the First Street Extension, Sounder Commuter Rail parking spaces, including ADA spaces, could remain in place. I understand from the city these spaces are currently on BNSF railroad property.

The Bus Transit center, Passenger drop-off and Public parking could be located on the West side of the Elliot Point 2 terminal.

The East side of Elliot Point 2 terminal could use the Holding Area layout of Elliot Point 1. It would need to be modified to accommodate long trucks (e.g., 80-95 feet), to be able to make a 180 degree turn off the entrance road into the Toll Booths.

Living where we do next to the WSF terminal on Front Street, last summer became the worse year ever to leave our garage and try to drive onto Front Street. Since the completion of Phase 2 of the Lighthouse Park, more people are using the park taking up all of the useable parking spaces. This creates a solid line of cars, trucks and buses down to the terminal intersection from above 5th Street, then west to the lighthouse turn-a-round and back to the intersection. During that time when a ferry is unloading and there is any kind of break; pedestrians, buses and vehicles immediately enter the intersection. You can't begin to imagine the frustration and anger that occurs when the next ferry vehicle tries to enter the intersection and they are blocked.

I believe WSF should do a traffic study this year, by installing a directional camera and point it at the intersection, like it was done a few years ago. Traffic has increased to a point of creating a gridlock during busy times. This information would clearly identify this year's traffic congestion for those state legislators who don't understand the seriousness of the problem or are misinformed by other public comments.

==== Browser Type ====

Browser: Mozilla/4.0 (compatible; MSIE 8.0; AOL 9.6; AOLBuild 4340.5004; Windows NT 5.1; Trident/4.0; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; OfficeLiveConnector.1.3; OfficeLivePatch.0.0; BRI/2; NET\_mmhpsct)

and the terminal's public shoreline access area. Chapter 3, Transportation, as well as the Transportation Discipline Report for the Final EIS provide information about traffic conditions and analysis in the project area.



From: rprokorym@mc.com [rprokorym@mc.com]

Sent: Wed 3/7/2012 4:12 AM

To: WSP Mukilteo Comments

Cc:

Subject: Mukilteo Multimodal Project - Draft EIS Comment

Attachments:

[View As Web Page](#)

The following is the contents of a form submitted on 3/7/2012 4:12:10 AM

=====My Contact information=====

Name: Ray Prokorym

E-mail: rprokorym@mc.com

Phone: 425-327-0994

Street Address: 1114 2nd street

City: Mukilteo

State: WA

Zip Code: 98275

===== My Question/Comment/Complaint =====

I do not believe moving the ferry terminal to the North makes any sense at all. The money spent does nothing to relieve the most significant issue and that is how to get more traffic up and down highway 525. Using this last, beautiful piece of waterfront property for a parking lot would be a terrible waste for everyone. There is no long term plan that ties in the future needs of the surrounding areas.

We would all be better served and money better spent rebuilding the existing terminal where it is and coming up with a cost effective and community friendly way to develop the old tank farm

===== Browser Type =====

Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_5\_8) AppleWebKit/534.50.2 (KHTML, like Gecko) Version/5.0.6 Safari/533.22.3

I-107-001

**I-107-001**

Thank you for your comments on the Mukilteo Multimodal Project identifying your preference for keeping the terminal at its current location. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Reply Reply to all Forward X Close Help

From: ilovetechology@comcast.net [ilovetechology@comcast.net]  
 To: WSP Mukilteo Comments  
 Cc:  
 Subject: Mukilteo Multimodal Project - Draft EIS Comment  
 Attachments:

Sent: Tue 3/6/2012 4:14 PM

[View As Web Page](#)

The following is the contents of a form submitted on 3/6/2012 4:14:02 PM

==== My Contact information =====  
 Name: Paige Bushner  
 E-mail: ilovetechology@comcast.net  
 Phone: 425-374-3741  
 Street Address: 1289 Mukilteo Lane  
 City: Mukilteo  
 State: WA  
 Zip Code: 98275

==== My Question/Comment/Complaint =====

**I-108-001**

**\*No-Build\***

This is a reasonable option because of budgetary constraints. However, the Mayor of Mukilteo has openly commented that if this is chosen, he will push for an access road through or near Japanese Gulch. This is NOT included in any EIS and I consider this to be unethical political coercion.

**\*Existing Site Improvements\***

This option is o.k. The cost is a concern, similar to EP1, but at least it doesn't squander the entire coastline. Ivar's must be given some good choices for relocation if this is chosen.

**\*Elliot Point 1\***

This option should not be chosen, it basically makes no sense. There is really only one minor advantage over Elliot Point 2, that is, containment of the waiting lane within the tank farm. I don't consider the waiting lane on 525 to be an issue, and it doesn't contribute to traffic (the unloading ferry is the only traffic concern I have which is not addressed in any alternative). However, this option could cause Mukilteo Lane (a two lane road with no shoulder used by residences near the tank farm) to become a thoroughfare for cars coming from the east because they can load at 1st street. The EIS does not address this. See other disadvantages below.

**\*Elliot Point 2\***

This option is preferred over EP1. Reasons:

1. Lowest cost option that meets goals. I'm concerned about cost overruns, budget issues, not to mention I want my federal taxes going to education or somewhere else
2. Affects fewer homes near tank farm over EP1 - despite the 'clean' EIS, the constant traffic (and the associated inconsiderate general public) will have a major impact on home values and general happiness of homeowners in the area
3. Retains more tank farm for other uses - why cover the whole area?
4. Half the number of 4f property uses over EP1
5. Fewer Historic and Cultural site disturbances over EP1
6. Shorter walking distances to connections over EP1

**\*Missing from the EIS\***

**I-108-002**

1. Photo-pollution - the sounder station has all night lighting, how much worse is this going to be? How much light trespass are residences from the area going to have to deal with?

**I-108-003**

2. Traffic concerns along Mukilteo lane - how will you stop this from becoming a thoroughfare?

**I-108-004**

3. Japanese Gulch access - The Mayor of Mukilteo is trying to make this a contingency, I don't see this in the EIS.

**I-108-001**

Thank you for your comments regarding the project alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**I-108-002**

Impacts of proposed lighting are discussed in the Draft and Final EIS section 4.4 Visual Quality, Aesthetics, and Light and Glare. The extent of existing light sources in the area are discussed in section 4.4.2 Affected Environment. Light impacts from the No-Build and Existing Site Improvements alternatives would be similar to existing conditions. The Elliot Point 1 and 2 Alternatives add lighting to an area with current low light levels. The analysis and discussion of visual impacts and mitigation for the alternatives has been updated in the Final EIS section 4.4.3, Long-Term Environmental Impacts.

**I-108-003**

The Preferred Alternative would extend First Street to an intersection with the Mount Baker railroad crossing, which would improve emergency access and egress. The intersection to the crossing would also be designed to serve non-motorized users as well as general purpose vehicles, consistent with the City of Mukilteo's plan to open the Mount Baker railroad crossing to general-purpose traffic when the Port of Everett completes an access road leading to the Mount Baker Terminal and the terminal's public shoreline access area.

**I-108-004**

WSDOT is not proposing a roadway along Japanese Gulch as part of the

==== Browser Type ====

Browser: Mozilla/5.0 (Windows NT 6.1; WOW64; rv:10.0.2) Gecko/20100101 Firefox/10.0.2

proposed alternatives. Access through Japanese Gulch was considered earlier, but was dropped from further analysis due to extensive environmental impacts. Appendix E, Alternatives No Longer Considered, in the Final EIS documents the alternatives considered but not studied further and describes the screening evaluation measures and results for the project. Additionally, the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>) documents the project's development of concepts and alternatives.



From: marytgreenfield@gmail.com [marytgreenfield@gmail.com]

Sent: Wed 3/7/2012 4:08 PM

To: WSP Mukilteo Comments

Cc:

Subject: Mukilteo Multimodal Project - Draft EIS Comment

Attachments:

[View As Web Page](#)

The following is the contents of a form submitted on 3/7/2012 4:08:37 PM

## =====My Contact information=====

Name: Mary Greenfield

E-mail: marytgreenfield@gmail.com

Phone: (425) 387-9128

Street Address: 1110 2nd Street

City: Mukilteo

State: WA

Zip Code: 98275

## ===== My Question/Comment/Complaint =====

**I-109-001** I am opposed to building a parking lot on the Mukilteo waterfront, and would much prefer updating the ferry terminal at the current location. I am also concerned about the increase in ferry traffic along the Mukilteo Speedway through Mukilteo. Recently one evening, I watched as a child attempted to cross from Mukilteo Elementary. She waited for almost ten minutes as the crosswalk is not lit and apparently the drivers did not see her. This is a very unsafe condition that needs to be addressed.

## ===== Browser Type =====

Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_7\_3) AppleWebKit/534.53.11 (KHTML, like Gecko) Version/5.1.3  
Safari/534.53.10**I-109-001**

Thank you for your comments and identifying your preference for Existing Site Improvements. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. Issues related to existing safety and operations deficiencies on the SR 525 corridor would be considered as a separate issue by WSDOT and the City of Mukilteo.

Reply Reply to all Forward Help

From: dahintzman@comcast.net [dahintzman@comcast.net]  
 To: WSP Mukilteo Comments  
 Cc:  
 Subject: Mukilteo Multimodal Project - Draft EIS Comment  
 Attachments:

Sent: Wed 3/7/2012 10:18 PM

[View As Web Page](#)

The following is the contents of a form submitted on 3/7/2012 10:18:13 PM

=====My Contact Information=====

Name: Ardyth Hlitzman  
 E-mail: dahintzman@comcast.net  
 Phone: 425-348-3164  
 Street Address: 1316 Goat Trail Rd  
 City: Mukilteo  
 State: WA  
 Zip Code: 98275

=====My Question/Comment/Complaint=====

I have read the article in the Mukilteo Beacon about the ferry proposal. Unfortunately I was out of town for the meeting. I understand the need to meet the needs of the larger community and to look to the future. I expect our city planners and other leaders to pay attention to the fine detail when it comes to those decisions.  
 But I want the people of Mukilteo to be listened to. I have been a resident here since 1986 and have seen "my" old town disintegrate, bit by bit. It has no cohesion, it doesn't feel like a city. There is so much traffic on 525 passing 2 schools, creating dangerous situations every day. I can't tell you how many times I have seen kids barely make it through the crosswalk at Olympic View, or how difficult it is for me to leave my house on Goat Trail and get onto the Speedway. I feel the ferry traffic should be re-routed. I don't mind keeping it in Mukilteo, just re-route the traffic nightmare!  
 And when you do move the terminal, I hope you do something pretty with the old parking lot. You took away the post office, you took away the bank. And the pharmacy. Please don't just give us another restaurant, or God help us a strip mall. Give us some grass and some beautiful big trees. Something we can go to and breathe a big sigh of relief.

=====Browser Type=====

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.0; Trident/5.0)

I-110-001

## I-110-001

Thank you for your comments. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. While this alternative would reduce the ferry queue along SR 525 during peak travel times, it does not re-route ferry traffic off of the state route. The Preferred Alternative moves the ferry terminal to the Mukilteo Tank Farm, as a result the existing terminal would be available for another use consistent with the City's adopted plans and other applicable regulations. Issues related to existing safety and operations deficiencies on the SR 525 corridor would be considered as a separate issue by WSDOT and the City of Mukilteo.

Why are you interested in the project?

- I live nearby, Mukilteo Lane.
- Other: Environmental concerns

Please share your comments about each project alternative.

**I-111-001** | **No-Build** - Reasonable option due to budgetary constraints; however, if decided, will involve Mayor Marines agenda to push for a road through Japanese Gulch. This fact is missing from the EIS report. We are highly opposed to this possibility.

**Existing Site Improvements** - Costs twice as much as the No-Build option and does not achieve significant improvements. Businesses are lost in the process.

**Elliot Point 1** - Makes no sense expense-wise and leaves no portion of the tank far for recreational development. Negative results would include an increase in air, noise and light pollution effecting resident, wildlife and seal life.

**Elliot Point 2** - \*Preferred Build Option. Meets all WSDOT goals for the project, costing less while freeing up more tank farm space for positive improvements.

Please share your feedback on the environmental analysis

**I-111-002** | Informative to a point, yet too many issues remain vague and unanswered. Certain "Key Information" is lacking from the report.

**Other comments?**

Emailing further comments and detailed concerns.

Name: Caroline Bushner

Address: 1289 Mukilteo Ln

City: Mukilteo

State: WA

Zip: 98275

E-mail: midian\_87@comcast.net

### **I-111-001**

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

### **I-111-002**

Comment noted. The Final EIS contains updated environmental information and analysis as the project design continues to develop for this project.



Reply Reply to all Forward Close Help

From: jp.rocks@comcast.net [jp.rocks@comcast.net] Sent: Sat 3/10/2012 8:53 AM  
 To: WSP Mukilteo Comments  
 Cc:  
 Subject: Mukilteo Multimodal Project - Draft EIS Comment  
 Attachments:

[View As Web Page](#)

The following is the contents of a form submitted on 3/10/2012 8:53:42 AM

-----My Contact information-----

Name: Daryl Peck  
 E-mail: jp.rocks@comcast.net  
 Phone: 425-290-9366  
 Street Address: 5206 86th Pl SW  
 City: Mukilteo  
 State: WA  
 Zip Code: 98275

----- My Question/Comment/Complaint -----

As a local rail commuter I tend to see the project in light of how it affects my rail commute. None of the options seems to adequately address the need for more rail parking, which is nearing capacity now. It does look like Elliot Point Option 1 allows the best rail terminal and it seems there might be room for more parking near the waste water treatment area at some point. It also looks like it will allow more development of the waterfront where it counts, near existing recreational areas instead of farther east. I vote for Elliot Point Option 1 with the Existing Site Improvements being my second choice.

----- Browser Type -----

Browser: Mozilla/5.0 (Windows NT 5.1; rv:10.0.2) Gecko/20100101 Firefox/10.0.2

I-112-001

## I-112-001

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 1. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. Sound Transit and the City of Mukilteo are also continuing to plan future phases of the Mukilteo Station, in anticipation of increasing rail commuter parking supply.

Reply Reply to all Forward X Close Help

From: chevyspack@comcast.net [chevyspack@comcast.net] Sent: Tue 3/13/2012 7:26 PM  
 To: WSP Mukilteo Comments  
 Cc:  
 Subject: Mukilteo Multimodal Project - Draft EIS Comment  
 Attachments:

[View As Web Page](#)

The following is the contents of a form submitted on 3/13/2012 7:26:16 PM

-----My Contact information-----  
 Name: Cindy Rosenfelt  
 E-mail: chevyspack@comcast.net  
 Phone:  
 Street Address: 421 NW Ensign Drive  
 City: Oak Harbor  
 State: WA  
 Zip Code: 98277

----- My Question/Comment/Complaint -----

We use this ferry often and find it impracticable. Why doesn't the state just put a bridge in get away from this ferry? With a toll in place, it could pay for the bridge and make commuting more reliable to citizens on Whidbey Island. If something was to ever happen to the Deception Pass bridge, we all would have to rely on the ferry system to leave the island and the wait times would be catastrophic for all of us. They have made this type of bridge possible in many cities, including San Diego and Coronado Island. Has WSDOT even considered a bridge from Whidbey Island to the mainland?

----- Browser Type -----  
 Browser: Mozilla/5.0 (Windows NT 6.1; WOW64) AppleWebKit/535.11 (KHTML, like Gecko) Chrome/17.0.963.78 Safari/535.11

I-113-001

## I-113-001

Thank you for your comment. Appendix E, Alternatives No Longer Considered, in the Final EIS documents that a floating or elevated bridge across Possession Sound between Mukilteo and Clinton was considered but not studied further. The shore-to-shore span of the bridge would be approximately 2.76 miles, not including the support structures. This span would be approximately 70 percent longer than the longest span currently in existence. This concept is not feasible because of potential environmental impacts and the high cost for such a structure. Appendix E also describes the screening evaluation measures and results for the project.

Additionally, the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010) documents a bridge across Puget Sound was an alternative evaluated but not carried forward.

**FERRY DOCK LOCATION  
PROPOSAL  
03-01-12**

I'll start with my vision of the future Mukilteo.

1. Starting at the point down by the lighthouse. A pier would extend out far enough to be in water 50 to 75 feet deep. From that concrete tower would extend down to firm ground with observation ports and lights to view what ever swims by.
2. On the roof, the MUKILTEO SPIRE would go up 200 ft. and have bronze portraits honoring people who have contributed to building Mukilteo in the past including the tribes and Japanese.
3. Tear down the building at front street and 525 to make room for the TRIBAL INTERPRETIVE CENTER that would have a long house for performances , restaurant serving traditional native dishes , pioneer and Japanese food.  
Adjacent there could be a gallery shop selling small carvings , baskets , traditional clothing and preserves . And next to that a large covered area with observation ramps to observe full size pole and canoe carving.
4. The current ferry parking will be the site for the complete salt water Olympic swim and diving center. The only one north of Federal Way, and supported by the school districts. Coils under the asphalt would supplement the water heaters.
5. On the east side of NOAA a functional saw mill, would cut lumber using traditional steam used to build a replica lumber ship. It could give rides on the sound.
6. Move the ferry dock as close as possible to the Port of Everett pier. Next to that create a marina , gas dock ( boat and aviation ) and haul out facility and seaplane ramp.

This still leaves a lot of space for park landscaping .

Now, what do we do about parking ? There are two logical options

1. Move the access road and holding lane on each side of the Boeing railroad. The current gravel skirt takes about the same room. Bridge over the railroad to load the ferry. Put the toll plaza up on 525. Use rubble from the tank farm to stabilize the roadbed. Best traffic solution.
2. The railroad is all waste space I Deck it over and create 2600 parking spaces for ferry and local. Access from the 525 bridge on the west, through a light.

Questions ?

Dean ( Doc ) Merriman 425-355-1425 [innovate@infoconex.com](mailto:innovate@infoconex.com) box1- 98275

**I-114-001**

Thank you for your comments, suggestions, and sharing your vision for Mukilteo's future. Many concepts and locations for the ferry terminal were considered during the development of alternatives as described in the Final EIS and the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>).

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

**Why are you interested in the project?**

- I'm a regular ferry rider: Work/Other – vacation cabin that is being remodeled to be permanent home.
- Other: I would like to commute, but it takes too long to get home with the ferry wait. I would look into other ways. Living with in-laws now, during the week.

**Please share your comments about each project alternative.**

**I-115-001**

**No-Build**

Changes need to be made. It is clear that it's a mess by the dock and the dock is getting old.

**Existing Site Improvements**

Prolonging the inevitable. But, don't we need two docks? What if one breaks or is in need of repair? We have two docks on Columbia Beach.

**Elliot Point 1**

Too far away. Dock looks too long, too far a walk.

**Elliot Point 2**

This makes the most sense. Close to the bus and train. Deep enough water. Pier is shorter. Shorter walking distances.

**Please share your feedback on the environmental analysis**

**I-115-002**

Can Japanese Creek be restored with Elliot Point 2 option? If not, why?

**Other comments?**

**I-115-003**

How much longer will the ferry ride be? How much will car and driver and passengers cost? I'm already tapped out trying to make ends meet. Still raising children.

Name: Denise Filion-Young

Address: 2479 Sunlight Beach Road

City: Mukilteo

State: WA

Zip: 98275

Email: filionyoung@gmail.com

**I-115-001**

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**I-115-002**

The restoration of Japanese Creek is an objective of the City of Mukilteo's Shoreline Management Plan and a requirement for projects that propose shoreline development over the existing culverted stream. The Preferred Alternative is confined to the western portion of the tank farm property and does not extend over Japanese Creek to the areas where restoration is required.

**I-115-003**

Schedule and sailing time would remain as it is today, approximately 15 minutes each way (see section 3.3 in the Final EIS). Decisions about ferry fares are independent of this project.

**Why are you interested in the project?**

- I'm a regular ferry rider, Primary trip purpose: work
- My business is affected by the ferry

**Please share your comments about each project alternative.**

**I-116-001**

**No-Build**

Not an option!!! I am responsible for the delivery of the Everett Herald, USA Today and New York Times Newspapers. A dock shutdown would put me out of business.

**Existing Site Improvements**

See above.

**Elliot Point 1**

Either one of these options are fine as long as we don't have to go through Edmonds. Could the old ferry waiting lanes be used for overnight parking or cell phone parking?

Name: Cheryl Adams Taylor

Organization: Whidbey News Distribution

Address: 4680 Cedar Hill Rd.

City: Langley

State: WA

Zip: 98260

E-mail: [Cheryl-adamstaylor@yahoo.com](mailto:Cheryl-adamstaylor@yahoo.com)

**I-116-001**

Thank you for your comments on the Mukilteo Multimodal Project and identifying your preference for the Elliot Point alternatives. WSDOT has identified the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on comments from the public, agencies and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Relocation of the ferry terminal would allow WSDOT to release its interests in the existing vehicle holding area as well as at the existing terminal building. WSDOT would terminate the lease on the Buzz Inn property and with the Port of Everett, and could sell the portion of WSDOT-owned property that would not be needed for the Preferred Alternative. This would allow these properties currently occupied by WSDOT for ferry operation to be made available for other uses subject to the City of Mukilteo mixed use zoning requirements.

A large supply of overnight parking is not available today and the build alternatives do not propose additional parking supply for overnight use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan* (2009), the alternatives are designed to minimize the need for additional vehicles at the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for

increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

**WSF Mukilteo Comments**

**From:** dnhoogerwerf@msn.com [dnhoogerwerf@msn.com] **Sent:** Mon 3/12/2012 12:06 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 3/12/2012 12:06:45 PM

=====My Contact information=====

Name: Dave Hoogerwerf  
 E-mail: dnhoogerwerf@msn.com  
 Phone:  
 Street Address: 7510 Maxwellton Rd  
 City: Clinton  
 State: WA  
 Zip Code: 98236

===== My Question/Comment/Complaint =====

March 12, 2012

Paul Krueger  
 Mukilteo Multimodal Project  
 Washington State Ferries  
 2901 3rd Ave., Suite 500  
 Seattle, WA 98121

Dear Mr. Krueger:

**I-117-001**

Thank you for the opportunity to comment on the option for the new Mukilteo Ferry Terminal project. This project is of vital interest to the users of the Clinton/Mukilteo ferry route and Whidbey Island residents. This terminal currently serves both vehicle and walk-on traffic that either originates or terminates on Whidbey Island and is the life-line for residents, tourists and commerce. This new terminal is a once-in-a-generation opportunity to build a true multi-modal (ferry, train, transit and cars) transit hub that will serve us well into the future.

The wide range of rider's needs demand a versatile and flexible terminal in Mukilteo. The current terminal location (the No Build option, including the Existing Site Improvement option) do not meet the basic needs of current and future transit and train connectivity, safety, efficiency of loading and SR525 congestion. Any improvements to the terminal must include considerations for these issues. Therefore, these two options are not feasible nor recommended.

In order to make the ferry system viable now and into the future (both from a cost and efficiency standpoint), we feel that WSF needs to encourage more riders to move from their cars to walk-on. In order to do this, we need to make it as easy and cost effective as possible for riders to change their behavior. Both the EP2 and EP1 options accomplish this to some extent. However, we are disappointed that neither plan includes any considerations to accommodate walk-on passengers that need to have a car on the mainland side. There are many reasons that these riders cannot use train or transit. Although we understand that WSF has no responsibility for commuter parking, we strongly desire that WSF work with other transit authorities to expand the on-site parking options for these customers in the new terminal design. One opportunity could be a multi-level parking garage on the currently planned parking lot. A remote parking lot at Paine Field (or other location) would help, but would still add precious minutes to an already long commute for these riders.

After speaking to a great many people here on Whidbey Island (and at the Mukilteo outreach meeting), we

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20...> 3/16/2012

**I-117-001**

Thank you for your comments on the Mukilteo Multimodal Project and identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.



I-117-001

have come to the conclusion that the Elliot Point 2 options aligns most closely with the current and future needs of the riders and the communities. Prime considerations are:

1. Cost effectiveness
2. Additional transit connections and room for transit maneuvering
3. Closeness to train
4. Overhead loading
5. Less impact on cultural heritage/environmental sites and associated potential costs
6. Less overwater coverage

Thank you for including the Ferry Advisory Committees in the decision making process. Including the riders in the process ultimately results in a solution that maximizes the acceptance of all of the compromises and decisions that must be made. Thank you for considering our comments in the decision making process.

Best Regards,

Dave Hoogerwerf  
Chair, Clinton FAC

Cc: Helen Price Johnson, Island County Commissioner  
David Moseley, Washington State Ferries

=====

=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; Trident/5.0)

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20...> 3/16/2012

Why are you interested in the project?

- I live nearby, 75<sup>th</sup> St SW.
- I'm an occasional ferry rider.

Please share your comments about each project alternative.

**I-118-001** | **No-Build**

Provides best estimated cost range.

**Existing Site Improvements**

Perhaps a combination of No-Build with some site improvements would provide the best solution.

**Please share your feedback on the environmental analysis**

**I-118-002** | It would be best to allow the tank farm to transition to tribal ownership. The tribes could use casino money to clean up the site and develop it in the most environmentally sensitive way.

**Other comments?**

**I-118-003** | Selected site improvements to the No-Build option may mitigate traffic on the speedway. Perhaps a shuttle bus park and ride.

Name: George Ira

Address: 4629 75<sup>th</sup> St SW

City: Mukilteo

State: WA

Zip: 98275

**I-118-001**

Thank you for your comments regarding the project alternatives and identifying your preference for a combination of the No-Build and Existing Site Improvements alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

**I-118-002**

Comment noted. WSDOT does not have the authority to transfer the land to tribal ownership. The U.S. Air Force is currently in the process of transferring the Mukilteo Tank Farm to the Port of Everett, as permitted by federal legislation.

**I-118-003**

WSDOT has identified the Elliot Point 2 Alternative as the Preferred Alternative. This alternative would reduce the ferry queues along SR 525. A park-and-ride is not proposed as a component of this project. Chapter 3 of the Final EIS provides updated transportation information and analysis. Mitigation measures are discussed in section 3.7.

The following is the contents of a form submitted on 3/12/2012 7:47:34 PM

===== My Contact information =====

Name: Joan Douglas  
E-mail: j.abraham@frontier.com  
Phone: 425.353.9202  
Street Address: 6110 93rd PL SW  
City: Mukilteo  
State: WA  
Zip Code: 98275

===== My Question/Comment/Complaint =====

To Whom It May Concern;

I've been reading the Mukilteo Multi-Modal Project waterfront/ferry plan given out at the community meeting the other night. In discussions of the plan with family and friends, we note the push to spend and pave. As much as growth can be progressive, it can also be detrimental to future needs by being of a single mindset, refusing to allow for thoughts 'out of the box'. Careful planning for all stakeholders is of utmost importance and the urge to finish the plan and be done with the deal could jeopardize our City's options for the future. The thought of laying down enough pavement for a 4 lane road parallel to our sensitive shoreline boggles the mind in its complete disregard of environmental concerns of the community. Having listened to lawmakers encouraging us to spend our state's money and hope for federal funding is not the caution we expect during this severe economic downturn. Our town has created some big bills for itself and we seem to have less revenue coming in than was projected in previous budgets. Thinking small seems cautious, conservative and maybe not as sexy and exciting as a new project costing between \$130 - \$190 thousand with enough concrete to create a dozen new Kingdoms. Yet to be mentioned is the planner's unwillingness to give us a choice between all and nothing; it's either 65 million to fix what we have or spend upwards of 130 - 190 million for more than we want. Neither mentioned nor planned for are the options for citizens who want a protected shoreline with an emphasis on our area's amazing amount of unspoiled nature; herons & eagles galore, more Dungeness crab than any other area in our county, grey whales who reside here half the year, plus our local celebrities the orcas and all of the other marine life down to the sand lance, herring and other 'bait fish' that start our local circle of life and keep the bigger species fed, including ourselves. As well, removing more local business like Ivar's and the Art Studio for more parking seems silly and short-sided as they both bring in dollars for our coffers. (think jobs, taxes...)

Personally, I have previously been in favor of a community-decided plan for our waterfront and ferry. Since reading the current ideas and listening to friends, neighbors and residents at meetings, I feel we're not fully allowing anything but fix a little or pave a lot. At the aforementioned meeting, I did not hear great support for the 3yr multi-modal plans, and many comments after the meeting had a resigned tone of 'gee, what can we do, it's decided...' 'looks like a done deal...' etc.

I hope it is not a done deal and the powers that be will reconsider the vast and unnecessary plans other than to just fix what we really have to fix. Measure twice, cut once.

Thank you,  
Joan Douglas, Mukilteo

===== Browser Type =====

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0)

I-119-001

## I-119-001

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has been developing alternatives for this project since 2004, and the planning to address the long-range needs for the route has been underway for decades. Chapter 1 of the EIS also describes the purpose and need, which considers needs over a 20 to 30 year horizon for the terminal. See Appendix E, Alternatives No Longer Considered, for a discussion of the alternatives considered over the years. The public has had an opportunity to participate and provide input, and will continue to have the opportunity through the life of the project. WSDOT values the public's input as the agency evaluates alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center

- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

Reply  Reply to all  Forward    Close  Help

From: mark.califano@microsoft.com [mark.califano@microsoft.com] Sent: Sun 3/11/2012 2:13 PM  
To: WSP Mukilteo Comments  
Cc:  
Subject: Mukilteo Multimodal Project - Draft EIS Comment  
Attachments:

[View As Web Page](#)

The following is the contents of a form submitted on 3/11/2012 2:13:47 PM

----- My Contact information -----  
Name: Mark Califano  
E-mail: mark.califano@microsoft.com  
Phone: (425) 263-9845  
Street Address: 4809 80th St SW  
City: Mukilteo  
State: WA  
Zip Code: 98275

----- My Question/Comment/Complaint -----

After reviewing the four options my conclusion is that Elliot Point 2 Alternative 2 is the best overall option for the Mukilteo Ferry Terminal replacement. The Elliot Point 2 Alternative moves ferry traffic off of SR525, Gives the best access to the Mukilteo train station and preserves the northern part of the tank farm and natural beach for public access.

As a citizen of Mukilteo and frequent user of the Mukilteo waterfront, my choice Elliot Point 2 Alternative for the Mukilteo ferry Terminal Replacement.

Regards,  
Mark Califano

----- Browser Type -----  
Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0)

**I-120-001****I-120-001**

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 2. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Reply Reply to all Forward X Close Help

From: SylviaR@Whidbey.com [SylviaR@Whidbey.com] Sent: Sun 3/11/2012 8:49 PM  
 To: WSP Mukilteo Comments  
 Cc:  
 Subject: Mukilteo Multimodal Project - Draft EIS Comment  
 Attachments:

[View As Web Page](#)

The following is the contents of a form submitted on 3/11/2012 8:49:21 PM

-----My Contact information-----

Name: Sylvia Roehmet  
 E-mail: SylviaR@Whidbey.com  
 Phone: 360 341-6066  
 Street Address: 6066 Secret Corner Lane  
 City: Clinton  
 State: WA  
 Zip Code: 98236

----- My Question/Comment/Complaint -----

Our family's preferred option is Elliot Point 1 primarily because it gets waiting cars off of Rt. 525. This makes waiting in a long line less dangerous to everyone, especially those taking small children for walks. Elliot Point 2 is a close second choice because it also has overhead loading, public transit station, and promenade.

Both the No Build and Existing Site Improvements are unacceptable. Having the Mukilteo terminal closed for months greatly affects workers, families, vendors, and more. This should not happen. Also it will be a long time before this terminal is improved again. It should be done using Elliot Point 1 or 2 so that the improvements last years into the future.

Thanks for asking the opinions of those of us who live on the island. The ferry is our bridge home.

----- Browser Type -----

Browser: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; AppleWebKit/533.17.8 (KHTML, like Gecko) Version/5.0.1 Safari/533.17.8

I-121-001

## I-121-001

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 1. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Among the refinements made to the Preferred Alternative, which are described in Chapter 2 of the Final EIS, the holding area was expanded to have the capacity of up to 266 vehicles. This also helps to reduce the queues from extending onto SR 525.

**WSF Mukilteo Comments**

**From:** Hadley Rodero [hrodero@prbiz.com]  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** FW: Proposals for Mukilteo Ferry Terminal  
**Attachments:**

**Sent:** Mon 1/30/2012 12:42 PM

**From:** Goldenberg, Joy [mailto:GoldenJ@wsdot.wa.gov]  
**Sent:** Monday, January 30, 2012 10:06 AM  
**To:** Gattman, Nova  
**Cc:** Coursey, Marta  
**Subject:** FW: Proposals for Mukilteo Ferry Terminal

Nova – FYI. This is a technical issue with our web page that we are trying to resolve. In the meantime, I am looking up the correct financial information and will send to the customer/constituent. Please communicate same to others' who may be checking Sen. Haugen's email. Appreciate the help, Joy

**From:** Dave & Linda Howe [mailto:davinhowe@hughes.net]  
**Sent:** Sunday, January 29, 2012 1:51 PM  
**To:** Goldenberg, Joy  
**Cc:** Sen. Mary Margaret Haugen; ezrytr@frontier.com  
**Subject:** Proposals for Mukilteo Ferry Terminal

Sir:

I-122-001

In reviewing your website describing proposed improvements to the Mukilteo ferry terminal, I was appalled when I read that budget information is not available. This is outrageous, as the public cannot be expected to make rational decisions without pertinent information, including cost comparisons for the various proposals. I strongly recommend that you supply the appropriate cost estimates immediately. Failure to do so will risk the public wrath and the suspicion that public opinion is not seriously being considered in the decision making process. Nothing destroys trust in government as much as lack of transparency.

David Howe  
 2151 North Bluff Road  
 Greenbank, WA 98253

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## I-122-001

We apologize that the cost estimates for the project alternatives were not found on the project website when you reviewed it. The Draft EIS provides the cost of each proposed alternative so the public can make comparisons and additional updates were provided during the comment period. Additionally, the Final EIS Executive Summary provides updated cost information for each alternative.

Please note that the EIS is focused on identifying significant environmental impacts for each alternative, and is not required to include costs and financial plans for project. However we agree that this information is important to share with the public.

Please visit the project website as it will be updated periodically with new information as the project progresses. The Mukilteo Multimodal Project's web address is:

[www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/](http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/).

**WSF Mukilteo Comments**

**From:** barbarasimpson@q.com [barbarasimpson@q.com] **Sent:** Mon 3/12/2012 2:46 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 3/12/2012 2:46:45 PM

=====My Contact information=====

Name: Barbara Simpson  
 E-mail: barbarasimpson@q.com  
 Phone: (206) 706-7821  
 Street Address: 6738 21st Avenue NW  
 City: Seattle  
 State: WA  
 Zip Code: 98117

===== My Question/Comment/Complaint =====

**I-123-001**

I am writing to endorse the Elliot Point 1 Alternative as the Preferred Alternative to take forward in the Final Environmental Impact Statement for the Mukilteo Multimodal Ferry Terminal. Having been involved in the design of both the Mount Baker Terminal and the Mukilteo Commuter Rail Station, I am particularly interested in the quality of the development of Mukilteo's Waterfront District.

I prefer the Elliot Point 1 Alternative because it consolidates uses incompatible with a thriving mixed-use waterfront (the holding lanes) near the more industrial rail barge facility. This leaves contiguous land open to the west for future transit-oriented development in the area between Lighthouse Park and the commuter rail station. The layout preserves a critical mass of remaining land upon which to expand uses more compatible with a pedestrian-friendly Waterfront District. This siting also leverages development of the infrastructure to support pedestrian and vehicular access to all facilities, coordination that is a cost-efficient use of public funding.

There are several deficiencies in the Elliot Point 1 Alternative that I would like to see mitigated further. The first is the walking distance between passenger terminal and it's adjacent transit transfer facility and the commuter rail station. Originally Mukilteo Station was designed to accommodate a covered route of travel between facilities. This will not be as easily accomplished with the siting of the terminal and transit transfer station further east. To mitigate the distance I would like to see a bus stop located on both sides of First Street directly adjacent to the station. The east bound curb lane/overflow ferry waiting should be striped "off limits" along the entire length of the platform allowing for a bus stop and short term pick up and drop off. An equal length area along the west bound outside lane should be striped for bus stop and pick up/drop off activity. And a "U Turn" lane or turnaround should be developed at the signalized intersection at the West Driveway.

I would like to see the land between existing station parking and the SR 525 bridge preserved for expansion of the station's at-grade parking. In addition, area north of First Street and west of the ferry employee parking should be identified for the future structured station park and ride facility. As mitigation for the terminal and future station park and ride, the land directly north of the station should be preserved for open-space and park development.

The terminal toll booth area is shown impacting the upland beach developed as public access for the railbarge facility. The entire public parking lot and associated picnic benches and electrical service building serving the Mount Baker Terminal should be preserved as a requirement of that project's mitigation and function and for future use of passengers waiting for the ferry. To do this the toll plaza and holding lanes should be shifted west and the Japanese Creek daylighting and culvert under the railroad tracks would be shifted and aligned accordingly. The Japanese Creek daylighting will be a welcome visual relief and amenity for terminal

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20...> 3/16/2012

**I-123-001**

Thank you for your comments on the Elliot Point 1 Alternative and suggestions on ways to improve the alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements for the



- I-123-001** | passengers and waterfront promenade pedestrians, and it should be given a more naturalistic footprint.
- The stormwater treatment shown should be integrated with Brewery Creek and should also be designed with a naturalistic footprint and concept, rather than as shown as a rectangle. It can be integrated as a raingarden feature and pedestrian amenity with future planned transit-oriented development.
- I-123-002** | And finally the condition of the SR 525 bridge warrants comment with respect to this project. As the only access to the multimodal terminal, the bridge is critical infrastructure. This bridge needs to be replaced. The value of the combined existing and planned public investments in this waterfront district including terminal, station and railbarge facilities is good rationale for elevating this bridge replacement to a higher position in the State of Washington Transportation Improvement Plan.

Regards,  
Barbara Simpson

=====

=== Browser Type ===  
Browser: Mozilla/5.0 (Windows NT 5.1; rv:10.0.2) Gecko/20100101 Firefox/10.0.2

Preferred Alternative as well as the updated discussion for the Elliot Point 1 Alternative.

The Preferred Alternative would not affect the areas above the culvert and does not propose to daylight Japanese Creek during construction of this project. However, in the future the City of Mukilteo plans to restore a section of Japanese Creek to its previous channel and daylight the creek along the Possession Sound shoreline, which would restore riparian and aquatic habitat. Daylighting Japanese Creek and other creek restoration activities would increase riparian and aquatic habitat. The City recently added weirs to a section of the creek to allow fish access to an adjacent wetland, which increases rearing and foraging habitat.

Section 4.11 of the Final EIS discusses stormwater; however, final design of the stormwater facilities is still in progress.

#### **I-123-002**

Your comments concerning the SR 525 bridge are acknowledged. Although replacing this bridge is a separate issue and is not a component of the Mukilteo Multimodal Project, it would be a complementary investment that benefits the area.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20...> 3/16/2012

**WSF Mukilteo Comments**

**From:** Karen.Wichert.Dvm@gmail.com  
[Karen.Wichert.Dvm@gmail.com]  
**Sent:** Mon 3/12/2012 10:04 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 3/12/2012 10:04:05 AM

=====My Contact information=====

Name: Karen Wichert  
E-mail: Karen.Wichert.Dvm@gmail.com  
Phone:  
Street Address:  
City: Mukilteo  
State: WA  
Zip Code: 98275

===== My Question/Comment/Complaint =====

**I-124-001** Just because the predetermined timeline says we need to chose one of the 4 options presented in the DEIS does not mean that we should settle for an option that does not actually come close to fulfilling the objectives. The Elliot Point 1 option that seems to be favored by the WSF and was recently endorsed by the Mukilteo City Council certainly does the most for creating space for the ferry and does the most to get rid of traffic on the Speedway (Crawfway really), but does nothing to preserve Mukilteo old town, the waterfront, any archaeological, environmental, or historical sites and will potentially require use of up to 6 (!) section 4 (f) Properties!!!!  
Really? It's hard for me to believe that the City Council (at least the 5 that endorsed this option) represent Mukilteo and want to put a highway and a parking lot on our waterfront. The residents in east old town will now have prime views and sounds of traffic and ferry loading and unloading. Their property values will drop, so I guess they'll pay fewer taxes, but also less revenue for Mukilteo, until they unfairly get their rates raised again. Mukilteo will most certainly drop from Money Mag's top 10 rating!!!  
  
The more I look at the Summary of Environmental Impacts presented by the DEIS, the more I wonder how they came up with some of these assumptions. They certainly come from the perspective of an agency not so concerned with environmental and social impact, but rather one with an agenda to do what the WSF and FTA want.  
  
We need some more creativity to devise a better plan. The 4 options we have been given are not good enough. This is a project that will change the face and character of old town Mukilteo for generations to come. It will either set us apart as creative visionaries, or make us the laughing stock of the state and nation for how we let the WSF and the FTA take over our precious old town and last remaining waterfront and turn it into a highway and a parking lot for better transportation. That is not what our waterfront should be used for. Let us not rush ourselves into selecting an inferior option because we haven't been shown a superior one.

**I-124-002** We are told that future ferry usage will increase by 73% by 2030. Really? Based on what? In the DEIS we are not given any information to support this. Is this really an accurate estimate? Apparently, after the last 2 rate hikes, the ridership has decreased. Will we really need 73% more capacity, or is this an embellished estimate to push through a project that benefits those involved with it? It seems we should scrutinize that assumption, since we are basing the need for this project and the scale of it on that.

**I-124-003** I understand that we already have a traffic problem when the peak summer travel times come around, and that should be dealt with, but most definitely, not at the cost of destroying the waterfront for all generations to

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**I-124-001**

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has been developing alternatives for this project since 2004, the beginning of the project's environmental process. See Appendix E, Alternatives No Longer Considered, for a discussion of the alternatives considered over the years. The public has had an opportunity to participate and provide input during this time, and will continue to have the opportunity through the life of the project. WSDOT values the public's input as the agency evaluates alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
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- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes

I-124-003

come. Simply put, we need more creativity to solve this problem. Maybe we should hold a contest to see if some different ideas would surface. Or maybe we should look at some other public or private projects that solved their issues with conflicting agendas in creative, visionary and mutually agreeable ways, and seek ideas and advice from the designers of those projects. It appears we need to call on some brighter more creative minds.

Wouldn't it be nice to turn our waterfront into a place that draws people to it?  
Not just for the purpose of boarding the ferry.

Maybe we could turn the tank farm pier into a pedestrian pier with fishing. Maybe add a small marina. Add some small shops and restaurants and some additional waterfront park space for all to use and enjoy. Look at other small waterfront towns and see what they have done to enhance their towns. Why shouldn't we do the same?

There is a better way to solve this "Rubik's cube."

Let's not sell out to the pressure from the WSF and FTA etc. and follow in Everett's footsteps and pave over our waterfront for the convenience of those that don't live here.

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_6\_8) AppleWebKit/535.11 (KHTML, like Gecko)  
Chrome/17.0.963.66 Safari/535.11

- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

### I-124-002

The 73 percent increase in ridership from 2006 to 2030 can be found in the WSDOT Ferries Division Final Long-Range Plan (2009). Ridership projections are based on land use and socio-economic travel behavior, trip distribution, and mode choice. Existing travel surveys are used to inform these models. The deficiencies of the existing terminal, such as failure to meet current seismic standards, are described in the Final EIS Chapter 1, Purpose and Need. Further detail is available in Chapter 3, Transportation, and in the Transportation Discipline Report.

### I-124-003

The Preferred Alternative includes design refinements responding to public and agency comments and suggestions, and results in a more compact footprint with a continuous waterfront promenade. This alternative would sit on the western portion of the tank farm property, which would leave a portion of the property vacant and potentially available for development opportunities by others. Please see Chapter 2, Alternatives, of the Final EIS for information about the design refinements; Chapter 7, Public Involvement, of the Final EIS for coordination and outreach efforts related to this project; and Chapter 8, Draft EIS Public Comments, for a summary of the public comment process and types of comments received.

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**WSF Mukilteo Comments**

**From:** mikerbaron@gmail.com [mikerbaron@gmail.com] **Sent:** Tue 3/13/2012 12:01 AM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Mukilteo Multimodal Project - Draft EIS Comment  
**Attachments:**

The following is the contents of a form submitted on 3/13/2012 12:01:35 AM

=====My Contact information=====

Name: Michael Baron  
 E-mail: mikerbaron@gmail.com  
 Phone: 949-394-0145  
 Street Address: 1040 2ND ST  
 City: MUKILTEO  
 State: WA  
 Zip Code: 98275

===== My Question/Comment/Complaint =====

To Whom It May Concern,

**I-125-001**

I am writing to you to voice my opposition any/all of the improvements options to the Mukilteo Ferry Terminal proposed by WSF and FTA, and my extreme dislike for Elliot Point Options 1 and 2. There are numerous of reasons for my opposition to these improvements, as outlined below.

- I believe the ridership-based need assessment for the proposed terminal improvements is vastly overstated. This assessment is based on an outdated study of the future usage growth which concluded in the 2004 timeframe. During that period, the superheated economy was fueling massive expansion in real estate development and urban sprawl. The growth during that period was clearly unsustainable and unrealistic. Therefore, any study of public transit utilization and growth conducted during that timeframe will be grossly overestimated, and should be disregarded entirely. Prior to any decision being made regarding the Mukilteo Ferry, or Multimodal Transit Project, an updated study must be conducted and reviewed publically.

**I-125-002**

- The Noise and Vibration Discipline Report is completely inadequate in its assessment of Elliot Point 1 and 2 options. The assertion that the area impacted by Elliot Point Option 1, for example, in Exhibit 19 is confined within the FTA recommended screening area is completely absurd. My residence is at the corner of Cornelia and 2nd St, immediately adjacent to sound measurement point AA-1 in Exhibit 15. I can attest that the measurements of Leq and Ldn in the ~70dBA range are accurate and due primarily to the passing of trains as the report states. However, the duration of those noisy periods while the train passes are relatively short, lasting only a minute or two at a time, and with long duration in between trains. In the interim, I can clearly hear the ferry engines rumbling at idle in the while it's docked, and also when they ramp up as the ferry pulls away. The noise is most apparent late in the evening and early in the morning while I'm lying in bed. On occasion, depending on the wind direction and magnitude, it's necessary for me to use ear plugs to block out the low droning of the ferry's engine while I'm attempting to sleep. In its present location the ferry is nearly half a mile (2110 ft) unobstructed from my bedroom window. In the proposed Elliot Point 1 terminal dock, the ferry would be half that distance (1000 ft) to my window. And, if considering Elliot Point 2, the ferry would be 690 ft from my window at dock. The noise of the ferry engine from either of these proposed locations would be completely intolerable. Add to that the noise of the 4 lane highway, ferry queuing area, busses, construction, etc., and it becomes obvious that I would have no serenity left in my home at almost any hour of the day. Property values for residences like mine would plummet. And, I my neighbors and I would have no choice but to seek legal remedy against the city, county, and state for making our homes unlivable, and unsalable.

**I-125-003**

- Both Elliot Point options are a complete waste of our precious waterfront acreage. If the city council truly had the best interested of the City of Mukilteo at heart, they would reject the Elliot Point options unanimously. The Existing Site Improvements Option is marginally better, still consuming the lion share of Old Towne Mukilteo, and blocking the view of the Puget Sound (currently enjoyed from the comfort of Ivar's Restaurant) with a two story passenger terminal. But, given the age of the existing ferry terminal, and some modest

**I-125-001**

The Mukilteo Multimodal Project's Transportation Discipline Report provides more recent ridership projections for the Mukilteo-Clinton ferry route. These projections are based on the WSDOT Ferries Division *Final Long-Range Plan* (2009) year 2030 model and Puget Sound Regional Council's year 2040 regional model. The need for the project also includes safety and security, transit connectivity and reliability, and growth in travel demand; the project also is designed to support local and regional plans. Even without growth in ridership, the project would be warranted today to address the problems at the terminal.

**I-125-002**

The Noise and Vibration Technical Report was developed based on methodologies adopted by WSDOT, FHWA, and FTA. These methodologies reflect a very conservative approach based on decades of research and analysis of transportation projects and their noise impacts on people. Current and future noise conditions are based on direct measurements of noise levels as well as projected increases in freight and passenger train traffic and ferry traffic (Chapter 4 of the Technical Report). As described in Chapter 5 of the Technical Report, the terminal dock with operating ferries were included in the screening analysis for all alternatives, as were the roadway improvements. This conservative screening analysis confirmed no noise or vibration impacts would occur beyond the 50 dBA screening distance to project features for the alternatives based on an average noise level over a 24-hour period.

**I-125-003**

WSDOT identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative in consultation with other project partners, including the City of Mukilteo.

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**I-125-003** amount of future growth, the Existing Site Improvements option is the least detestable, after the No Build which I believe should be reconsidered as a viable option with some upgrades to structures within the existing footprint.

**I-125-004** • There is no mention of any other use for the land currently occupied by the abandoned USAF Refueling Farm. This leads one to believe that the focus of the Mukilteo City Council is not on the residents of the city, but on transient commuters who live on Whidbey Island. The lure of state and federal funds is too tempting to resist, and has caused the judgment of most of the council members to be swayed toward outside interests. I commend the two city council members that voted against this plan, and urge the rest of the members to reconsider. Most of these options are NOT good for Mukilteo. The restoration of Old Town Mukilteo, the reclamation of our lost coastline, and the preservation of the serenity of the residences to the East of Old Town MUST BE YOUR NUMBER ONE CONSIDERATION.

Thank you for your time and consideration in the matter.  
Best Regards,  
Michael R. Baron

=====

=== Browser Type ===  
Browser: Mozilla/5.0 (Windows NT 6.1; WOW64) AppleWebKit/535.11 (KHTML, like Gecko)  
Chrome/17.0.963.79 Safari/535.11

## I-125-004

Several sections of the Draft EIS described applicable plans for other potential uses of the tank farm property; these discussions are updated in the Final EIS (see section 2.4, Other Activities in the Area, and section 4.2, Land Use). Chapter 2 describes the purpose and need for the project, through which all alternatives were screened. The City Council's vote was advisory; WSDOT and FTA remain the project's lead agencies responsible for implementing the project after the NEPA process is completed.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20...> 3/16/2012

You forwarded this message on 3/14/2012 10:56 AM.

#### WSF Mukilteo Comments

**From:** Hadley Rodero [hrodero@prrbiz.com] **Sent:** Fri 3/9/2012 5:16 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Fwd: Mukilteo Ferry Terminal  
**Attachments:**

Begin forwarded message:

**From:** "Goldenberg, Joy" <GoldenJ@wsdot.wa.gov<mailto:GoldenJ@wsdot.wa.gov>>  
**Date:** March 9, 2012 10:29:06 AM PST  
**To:** Hadley Rodero <hrodero@prrbiz.com<mailto:hrodero@prrbiz.com>>  
**Subject:** FW: Mukilteo Ferry Terminal

Public comment

-----Original Message-----

**From:** Harris-Huether, Susan  
**Sent:** Friday, March 09, 2012 7:49 AM  
**To:** Goldenberg, Joy  
**Subject:** FW: Mukilteo Ferry Terminal

Susan Harris-Huether  
 Senior Manager,  
 Customer Programs and Communications  
 WSDOT-Ferries Division  
 206-515-3460  
[sharris@wsdot.wa.gov](mailto:sharris@wsdot.wa.gov)<<mailto:sharris@wsdot.wa.gov>>  
 Website, Twitter, Flickr, Blog, Newsroom

-----Original Message-----

**From:** WSF Information Agents  
**Sent:** Friday, March 09, 2012 7:46 AM  
**To:** Harris-Huether, Susan  
**Subject:** FW: Mukilteo Ferry Terminal

-----Original Message-----

**From:** Rocky Knickerbocker [<mailto:rockyak@whidbey.com>]  
**Sent:** Wednesday, March 07, 2012 7:02 PM  
**To:** WSF Information Agents  
**Subject:** Mukilteo Ferry Terminal

**I-126-001** | I would like to see the following looked into when the move of the terminal is looked into;

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20...> 3/16/2012

## I-126-001

Thank you for your comments regarding the project alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on comments from the public, agencies and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. Please see Chapter 2 of the Final EIS for a description of the design refinements with the Preferred Alternative.

The overall footprint of the Preferred Alternative would remain similar to the Elliot Point 2 Alternative depicted in the Draft EIS. It is located on the Mukilteo Tank Farm site. The Preferred Alternative's design can accommodate a second slip should WSDOT decide to build one in the future. Please see the Final EIS for details on the design refinements for the Preferred Alternative. The Preferred Alternative does not include development incentives for restaurant space. It is not within WSDOT's authority to approve or include other developments within other parts of the Tank Farm site. Any development on adjacent property will be consistent with the City of Mukilteo and Everett's land use plans. The City of Mukilteo is also working with Sound Transit to develop a new pedestrian bridge to the commuter rail station.

Reconfiguring the Boeing Freeway as an alternative route to the terminal is not being considered; SR 525 will continue to be the primary route to the terminal. Many concepts and locations for the ferry terminal were considered during the development of alternatives as described in the Final EIS and the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010).

- I-126-001**
1. move the new terminal to the 'Air Force' tank farm site
  2. provide incentives to Ivors and others to relocate to new site
  3. give the Tribes an opportunity to add a casino by the new terminal site
  4. make the entry to the ferry holding line off the 'Boing Freeway' at Seaway,  
make Seaway connect to the terminal down the gulch with lots of parking for commuters and holding lanes for ferry traffic.
  5. Bridge for foot traffic
  6. have two terminals for speed of loading
  7. covered path to train depot

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Reply Reply to all Forward X Close Help

From: Flx877@gmail.com [Flx877@gmail.com]  
 To: WSF Mukilteo Comments  
 Cc:  
 Subject: Mukilteo Multimodal Project - Draft EIS Comment  
 Attachments:

Sent: Mon 3/12/2012 10:33 PM

[View As Web Page](#)

The following is the contents of a form submitted on 3/12/2012 10:33:08 PM

-----My Contact Information-----

Name: Felix Nishida  
 E-mail: Flx877@gmail.com  
 Phone:  
 Street Address:  
 City: Mukilteo  
 State: WA  
 Zip Code: 98275

-----My Question/Comment/Complaint-----

I-127-001

There doesn't seem to be a "good alternative." There are positives and negatives about each proposed alternative.

The No-Build Alternative has the best location in my opinion, since it is closest to the downtown area. It has the least short-term impacts to the environment during construction. It is the least expensive alternative.

The Existing Site Improvements Alternative has the same location as above, but I don't like the fact that fairs would need to be demolished. I see straightening out the ferry terminal as a negative, since there could be more accidents from higher speeds and runaway vehicle crashes. It has incrementally more short-term impacts to the environment during construction. There are incrementally higher costs.

The Elliot Point 1 Alternative has good potential long-term benefits to the area by reclaiming the tank farm area, removing the old pier, improving the fish-passage at Japanese Gulch and restoring beach access. However there is more over-water cover with more potential water pollution from the buildings over the water. I don't like all of the paved waiting lanes and roadways that are planned in this alternative. There are more potential short-term impacts to the environment and cultural resources during construction from excavation and dredging. It is the most expensive alternative.

The Elliot Point 2 Alternative has some good potential long-term benefits to the area by reclaiming part of the tank farm area, removing the old pier and restoring some beach access. There is less over-water cover and a naturally steeper shoreline, requiring less dredging. There are potential short-term impacts to the environment. It is the second most expensive alternative.

It seems like there could be a hybrid or modified alternative from the proposed alternatives. Foremost, we need more public access to the water and beaches. Lighthouse Park becomes so crowded during summer weekends. I would like to see more walkways or trails along the beach. I would also like to see restoration to the area, by reclaiming the tank farm area and improving the Japanese Gulch area.

I-127-002

I would like to commend you for a thorough evaluation and analysis of the potential short-term impacts to the environment. However there seems to be some long-term effects and connected actions and that haven't been analyzed thoroughly. For example, would the proposed completed project draw more people and vehicles to the area than currently projected? Would the ferry boats affect the fish at Japanese Gulch in the Elliot Point Alternatives? I don't see very much information or details on the storm water treatment or how oil spills from vehicles would be treated.

Thank you for considering this input.

-----Browser Type-----

Browser: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.1; WOW64; Trident/4.0; SLCC2; NET CLR 2.0.50727; NET CLR 3.5.30730; NET CLR 3.0.30730; Media Center PC 6.0; HSPNTK; META G)

## I-127-001

Thank you for your comments regarding the project alternatives.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on comments from the public, agencies and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. Design refinements were made to the Elliot Point 2 Alternative to further its ability to meet purpose and need and reduce environmental impacts. Please see Chapter 2 of the Final EIS for a description of the design refinements with the Preferred Alternative.

WSDOT has been developing alternatives for this project since 2004, the beginning of the project's environmental process. See Appendix E, Alternatives No Longer Considered, for a discussion of the alternatives considered over the years. The public has had an opportunity to participate and provide input during this time, and will continue to have the opportunity through the life of the project. WSDOT values the public's input as the agency evaluates alternatives.

## I-127-002

Please see the Final EIS for updated project information, including more details about stormwater management. The Mukilteo Multimodal Project would not cause an increase in demand, rather the project is proposed to address to the anticipated growth; see the Draft EIS section 1.4.2 under the heading "Growth in Travel Demand". The ecosystems analysis does not anticipate effects to fish in Japanese Gulch, particularly for the Preferred Alternative, which would not alter the culverted stream. Please see section 4.12 of the Final EIS for more information on ecosystems.



**WSF Mukilteo Comments**

**From:** Dick Clotfelter [loneagle@littleappletech.com] **Sent:** Fri 3/16/2012 1:30 PM  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:**  
**Attachments:**

**I-128-001**

It would appear the State has given a low priority to the Mukilteo Ferry Dock! This is the busiest dock in the system and it has only one slip and typically during the summer hour + wait lines. A relocation with a second slip would appear to be the number one priority. None of the present alternatives even discuss this option. Start over and look properly at the priorities before spending millions on nothing.

Sincerely, Richard C. Clotfelter Resident of Sunlight Beach and Medina, Washington 3/12/2012

**I-128-001**

Thank you for your comments. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This alternative would move the ferry terminal to the Mukilteo Tank Farm property and build one slip. However, the alternative's design would accommodate another slip if WSDOT determines the need for one in the future.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/No%20Subject.EM...> 3/16/2012

March 8, 2012

Paul Krueger  
Washington State Ferries  
2901 3<sup>rd</sup> Avenue, Suite 500  
Seattle, WA 98121

Dear Mr. Krueger:

I-129-001

I am a Mukilteo resident, living a couple blocks from the intersection of the Mukilteo Speedway and 76<sup>th</sup> Street SW. I am impacted daily by ferry traffic and also by the back-ups in the Speedway holding lane during peak use. I take the ferry only occasionally but I do visit the waterfront park and businesses frequently, so I have an understanding of the issues involved. I attended both the scoping open house in October 2010 and the presentation of the DEIS on February 22. I have also read portions of the DEIS online.

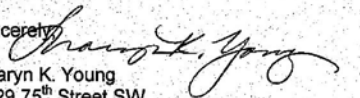
I do realize that the Mukilteo dock is an aging structure that is seismically deficient and will need to be eventually replaced. It is unfortunate that it is positioned in an area that makes expansion and conformation to current WSF terminal standards difficult. But the options offered by the DEIS do not appear to be feasible or appropriate solutions.

I find the "No-Build" option to be the only option even close to being viable. The cost and the environmental impact of the other three options are just unacceptable. Having said that, I'll limit my comments to two areas of concern – traffic and cultural resources.

Traffic and parking are always topics of conversations – in any community – whether they are valid concerns or not. There needs to be further investigation of the "traffic component" of this project, and more creative suggestions for decreasing car traffic at the Front Street intersection. We've already seen the favorable impact of creating a right-turn lane on SR-525. It has been suggested that we look at extending First Street beyond Park Avenue to connect with a reopened Mt. Baker crossing. Those of us who remember when the crossing was open will all agree how easy it made getting to certain parts of the waterfront area, bypassing the ferry landing intersection. If we are looking at paving over the tank farm because of projected increases in vehicular ferry traffic, just how accurate are these projected increases and could these increases be addressed with other solutions that would remove vehicles from the waterfront area altogether – such as the suggested park-and-ride at Paine Field.

But the most disturbing aspect of the Elliot Point options is the total disregard for the cultural and historical significance of that stretch of shoreline. Anyone who has any doubt of that significance should visit the Hibulb Cultural Center in Tulalip. The tank farm and pier served a purpose in our region's history, but now their remains are an eyesore (and an opportunity) that screams for attention. In the last few decades communities across the country have discovered the value of reclaiming their waterfronts, whether they be riverfront or coastal shorelines. Mukilteo's waterfront is the city's greatest asset and an asset for the region as well. When we propose changes in that waterfront we should support those options that celebrate the rich heritage of the site. A multi-lane road, parking lot and vehicle holding area do not seem to qualify as a celebration.

Sincerely,

  
Sharyn K. Young  
4629 75<sup>th</sup> Street SW  
Mukilteo, WA 98275

## I-129-001

Thank you for your comments on the Mukilteo Multimodal Project and identifying your preference for the No-Build. The Final EIS discusses your two main concerns, traffic (Chapter 3) and cultural resources (Chapter 4, section 4.6). WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2

of the Final EIS for information about the design refinements.

Your concerns about traffic and parking are understood. The multimodal aspect of this project is meant to help address congestion in this area by encouraging the use of various modes of transportation through better connections to transit, rail, and ferries. The project is not expected to increase vehicle volumes to the ferry compared to No-Build (information on vehicle volumes can be found in Chapter 3, Transportation, of the Final EIS). The Preferred Alternative would also avoid impacts to general parking supply in Mukilteo's central waterfront area.

WSDOT is working with the City of Mukilteo and other local agencies to address public safety concerns. In considering future projects on corridors such as SR 525, WSDOT seeks to operate these corridors efficiently and manage demand. Constructing a park-and-ride at Paine Field would be considered as a separate project.

The Preferred Alternative would provide the most opportunity to incorporate features into the terminal design to reflect the cultural and historic significance of the project area to Native American tribes. Chapter 7, Public Involvement, of the Final EIS describes the tribal coordination efforts for this project.

**WSF Mukilteo Comments**

**From:** deanenell@gmail.com on behalf of dean enell  
**To:** WSF Mukilteo Comments  
**Cc:**  
**Subject:** Comment on Mukilteo dock renovation proposals  
**Attachments:**

T

**To: WSF**

**Subject: comment on Mukilteo Ferry dock renovation 2012**

From: Dean Enell – member of Clinton Ferry Advisory Committee

**I-130-001**

Thank you for the opportunity to make comment on the substantial renovation and possible relocation of this ferry terminal. I thought your public meetings on this subject were very conducive to soliciting such comment from the public that uses and is impacted by these proposals.

As a member of the Clinton Ferry Advisory Committee, I support your option, Elliot Point #2 for the Mukilteo ferry landing renovation because it seems to have the best potential for supporting a long-range vision for our ferry system and nudging into a needed future. That vision is to focus more on moving people across these routes and less on handling more and more cars. **It should be obvious that we cannot afford to keep expanding car related facilities and boats and the downstream impacts that such an approach produces.**

The ferry riders I talk to consistently express the desire for a terminal that is conducive to an **overall transportation system**, which provides strong emphasis, and compatibility for increasing walk-on rider ship for moving people between Clinton and Mukilteo. Your predictions for a 73% rider-ship increase on this route by 2030 can only be met by increasing such foot traffic on the boats. Such a vision strongly supports the expansion of public transportation options envisioned by the Wa. State DOT for Puget Sound.

In the last 20 years we have seen little constructive effort to employ strategies to **increase walk-on rider-ship** other than allowing the ferry lines of cars to get longer and longer. Is not our main concern over the years and a stimulus for this dock renovation that long line of

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**I-130-001**

Thank you for your comments on the Mukilteo Multimodal Project and identifying your preference for Elliot Point 2. WSDOT supports increasing the number of walk-ons as well as providing a safe terminal for vehicles. This project supports both of these interests.

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

I-130-001

cars on hiway 525 on both sides of the water and the resultant congestion, exhaust, fuel usage and community disruption that ensues? I believe that the usual path of creating larger facilities (boats and docks) to handle more and more cars can only result in increased congestion, more expensive facilities and resulting fare increases which would be devastating to the rider-ship which we represent. I hope we can really address this underlying impact rather than expanding facilities to deal with its consequences with this Mukilteo project.

In addition to a terminal location and design, **I feel the character and charm of the renovated terminal is also important.** The long waterfront history of the ferry operation has significant history and maritime appeal, which I hope, can be preserved. The existing operation involves a refreshing and friendly interaction between riders and ferry system personnel. It is not a stretch to find similarities between this human interaction and that found at farmers markets, the Pike Place market and other venues where people are attracted to an experience which includes a healthy dose of what might be described as a 'Northwest flavor'. On the Whidbey side local musicians even make songs about the colorful experience of boarding a boat and the ferry workers car direction signals. Such charm might best be realized by considering its opposite as might be found at an international airport - a sterile, concrete and sign dominated experience with limited human interaction.

I-130-002

**Lastly, I did not see where downstream ferry user fees were evaluated with respect to the terminal location.** I believe the eventual ferry fees should be a factor considered in these terminal location decision. Although it has been roundly concluded that repair of the existing terminal is a non-starter because of the cost (\$65 million by your estimate) - rebuilding of this existing Mukilteo terminal seems to be the only option favoring downstream user costs. It would be beneficial to see the data upon which these conclusions were based. An over-riding objective of the ferry operation should keeping the ferry's affordable to its users and perhaps moving these rates downward instead of the constant upward trajectory. We are a ferry community where a high percentage of our population relies on the boats to access employment opportunities. Should the cost of that transportation keep increasing, as it has been, our economy and our community will be severely impacted.

We look forward to working with WSF in moving the Mukilteo terminal and the ferry system into the 21st century.

thank you,

Dean Enell (Clinton FSA)

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

I-130-002

Thank you for your comments regarding ferry user fees. Decisions about fares are independent of this project. The Washington State Transportation Commission evaluates the state's entire transportation system and sets tolls for state highways and bridges, and fares for the ferry system. The estimated cost range for each alternative has been updated in the Summary of the Final EIS.

**WSF Mukilteo Comments**

**From:** Scott Decker (deckerscott9@gmail.com) **Sent:** Mon 3/12/2012 3:27 PM  
**To:** Krueger, Paul W (UCO)  
**Cc:** WSF Mukilteo Comments  
**Subject:** MMP Comment  
**Attachments:**

Mr. Krueger,

I am Scott A. Decker, 1309 Mukilteo Lane, Mukilteo, WA 98275. Home phone (425) 348-4163 and email [deckerscott9@gmail.com](mailto:deckerscott9@gmail.com).

**I-131-001**

I certainly do not favor ferry options Elliott Point 1 Elliott Point 2 based on the DEIS.

I understand that the City of Mukilteo is preparing a comment letter which makes proposed changes to the DEIS plans and designs and I will not have had any fair opportunity to comment as a citizen to this new information. There is, to me, an apparent flaw in the citizen comment process if the City's new proposals get incorporated into the EIS and citizens do not have an opportunity to make further comment?

Broadly, the DEIS outlines options, particularly EP 1 and 2, that are very costly (even in the extremely unlikely event of no significant cost overruns) at a time when Washington State is experiencing severe budget and revenue shortages. There is no evidence to suggest that this fiscal circumstance will abate anytime soon. Therefore I disfavor spending on a gold plated option when a less expensive option can adequately and substantially meet the objectives of the MMP.

I am strongly opposed to EP1 in particular for several reasons. EP 1 does not grade out as well as EP 2 as far as meeting the objectives and purposes of the MMP (Exhibit E). As conceived, EP 1 appears to foreclose the reopening of Edgewater Park and furthermore it needlessly forecloses the use of the 3 easternmost tank farm sections for open space and recreational use. It jeopardizes the viability of the Japanese Creek day lighting and preservation and fish habitat due to the proximity of the ferry boat propeller disturbance/erosion. It provides for a massive over water construction and the design requires extensive dredging all of which needlessly and negatively impacts the water and shore due to toxic run off, destroyed sea habitat and direct interference with wild birds, fish, crab etc. Also it would likely make "off limits" to swimmers and waders whose use of the very large near shore sand shelf has become a summer recreation for more and more citizens. The shore and promenade "access" that EP 1 provides for citizens is vague, inadequate, inconvenient and likely unsafe. It appears to discourage or severely limit (if not functionally eliminate) public access. This would clearly amount to a promise broken when, a result of the Mt Baker Pier construction a few years back, Edgewater park and the beach areas east of the Mt Baker Pier were said to be only "temporarily" closed.

The DEIS itself notes that EP 1 only "partially meets criterion or avoidance uncertain or mixed" as far as reducing conflicts between vehicles and pedestrians/bicyclists during ferry loading and unloading; providing effective connection between modes (ferry, bus and rail); and, avoiding the use of parklands recreational areas, wildlife and waterfowl refuges. EP 2 fully meets these criterion.

I think that EP 1 and 2 are being promoted in large part because WSF has promised to remove the tank farm pier if either EP 1 or 2 options are selected. Port of Everett (POE) has taken the position that it does not want title to the tank farm if it means POE will have to pay for pier removal. I understand that DOD/USAF have declined to remove the pier pre transfer.

It is puzzling to me that the Mayor and 5 of the City Council members would favor EP 1 when (in addition to the above reasons) this option is the very worst in terms of ensuring convenient and safe access from the ferry terminal to the Sound Transit station. This is poor way to encourage the public to embrace the concept of multi modal rail usage and it is rather an insult to travelers who'll have to walk (or wheelchair?) from terminal to platform especially in bad weather.

None of the options meet the criterion or are likely to avoid adverse effects on historic, cultural and parkland or park lands. This does not mean however that some options are not worse than others. Leave the ferry were it is. Why make matters worse or trade one set of negatives for another set of equally or greater negative impacts?

**I-131-002**

I suppose the Existing Site Improvements option is the least objectionable choice. It is an established site at the already developed west end of the waterfront. It has good multimodal connections. Expense associated with it are much more modest. I would hope that Ivar's can be given a choice site for relocation on the waterfront if it chooses. Ivar's building might be converted to terminal space to save money. The queue area could be expanded into the first section of the tank farm. The ticket booths could be located well off 525 to help with congestion abatement. The holding area can be expanded and designed to get lots and lots of cars off 525. The Light House Park traffic can be separated from the ferry traffic by a more modest extension of 525. There is ROOM to do this and it can be done tastefully and safely. Best of nearly the entire tank farm property can be used to enjoy the shore and hopefully some restaurants and retail. The promenade would/could be extended continuously to the east end of the TF and the promenade can be wide and accommodative to ADA and mostly pedestrian traffic. We should not try to get even more cars in use to access the east end. I don't know why the Art building cannot be saved as well.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20...> 3/19/2012

**I-131-001**

Thank you for your comments on the Mukilteo Multimodal Project and we recognize that you do not favor the Elliot Point alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative would remain similar to the Elliot Point 2 Alternative depicted in the Draft EIS. The Preferred Alternative would increase public access to waterfront areas and remove

- I-131-002** I would favor a low profile (two or 3 stories) parking garage to service train, ferry and other users. The roof of the garage could be used as open space, park, bench....some cover etc. Could be high utility and modern and multifunctional and reasonable revenue generator.
- I-131-003** EP 1 is said, falsely, to alleviate the traffic congestion on the Speedway (525). Tellingly, the graphic illustration for this at first blush leads one to think that EP 1 will remove all the cars on the Speedway waiting to board the ferry. On closer consideration the one and only graphic on this issue has a red herring aspect as the illustration represents low season traffic levels. The high season traffic (at its current levels) will still back up to or beyond Goat Trail road.
- It is a disappointing and flawed DEIS that does not explore and discuss alternative means of managing the high season ferry traffic and acknowledge that the ferry boarding queues are only minimally problematic a full 8 1/2 months of the year and only a part time problem that can be managed the other 3 1/2 months.
- I-131-004** One measure would be to take property (eminent domain) in some suitable location along the Speedway to collect high season overflow traffic. The holding area traffic could be managed with a radio/electronic message board and/or other communications means or even a single state patrol officer. Paine Field near the historic airplane museums comes to mind. Another might be property just south of Olympic View school near the Chamber of Commerce area (since most of the high season traffic is in the summer when school is not in session). Another suggestion would be to double the ferry holding lines south of OV and increase setback areas on either side of road arterial to provide greater site distance for local traffic ingress and egress. I did not see a discussion in the DEIS of any alternative boarding (northbound) queue traffic management. Not one single proposal as if there are no choices whatsoever on this issue.
- I would note too that the southbound 525 ferry traffic is all but ignored completely as if it is not also in the APE for MMP. At page 5-19 the DEIS chart does illustrate the Speedway's (and other) anticipated future intersection service levels over the next 3 decades will exceed standards. No mitigation is discussed even as this situation is or should be considered to be in the projects affected area. I certainly do not accept that some of these problems will be attributable to ferry traffic especially when WSF predicts a 73% increase in ridership to 2040 and also want to build the new terminal that will support a future second ferry berth. In my view, EP 1 most certainly does not address or mitigate this aspect of Mukilteo's traffic congestion problems and particularly when the City is busy promoting Light House Park use.
- I-131-005** Vehicle fumes, loud voices, headlights and night lights, ferry engines, ferry fumes and horns, on board loudspeakers, vibrations and visual obstructions (above ticket booth supervisor office EP 1?) and likely more are all very serious concerns for many north shore residents. The DEIS just brushes over or fails to address entirely these environment subjects/impacts basically.
- In fact my observation is that the DEIS is materially incomplete such that it makes a mockery of the invitation for citizen comment. Other than completely disagreeing with the DEIS' numerous, unsupported conclusions about the "minimal" or nonexistent potential environmental impacts that we know (from being around the ferries for many years - albeit more distant previously) pretty well know that the MMP is highly likely to materially and adversely impact the health and well being of the nearby north shore residents (some considerably more than others).
- I-131-006** The DEIS concludes that there is no place for the Clinton ferry operation except Mukilteo. Looked at Edmonds? Looked at Everett? Neither of Everett's existing terminals are suitable? There is no reference to a potential third terminal for a ferry on the whole of the Everett waterfront?
- I-131-007** Mukilteo. A nice little town roughly 1 mile wide and 6 miles long will host a multimodal transportation hub and do so with acceptably low impact to the City, it's residents and various communities (including north shore) and with justice to all? Right. Once a ferry town always a ferry town.
- I sincerely question what's in this for Mukilteo. I'd say it is a questionable "deal" at best. The least we can do it seems to me is to not build ferry, parking and ancillary hard infrastructures on roughly 60-70% of the North shore. Mukilteo gets rid of the TF pier and gives up almost all of it's precious shore and water and open space to people who do not live here. It is a bad deal for this town. We CAN do better for Mukilteo and still get the MMP done.
- I regretfully submit that the proposals do not represent the best and highest design and usage of this waterfront property.
- I-131-008** Lastly, I just do not get any strong sense that we are doing enough to get better passenger to vehicle ratios. In round number I hear 2m cars and 4m people a year on Clinton/Mukilteo? Mukilteo's problem is it has way too many cars for it's size. Ferries in this new century should transport people NOT cars (I know there are going to be lots of cars but the ratios need to get much better if Mukilteo is to maintain a decent quality of life!) This is a policy matter that cannot be ignored. We need mitigation of CAR traffic here. I see in the DEIS that it seems to still be all about cars. Car infrastructure....4 lane highway says it all.
- There needs to be a PLAN that will ensure steady and growing use of bus and train but the DEIS is almost wholly lacking in this area.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20...> 3/19/2012

the Mukilteo Tank Farm Pier. In the long term, crabbing and fishing would be available in much of the shoreline area, except for in the immediate terminal vicinity. Please see the Final EIS for all the information about Preferred Alternative design refinements.

### I-131-002

Your preference for the Existing Site Improvements Alternative is acknowledged. In developing the alternatives for the EIS, WSDOT examined an array of configurations before arriving at the concept defining for the Existing Site Improvements Alternative. WSDOT has concluded that further refinements to this alternative would not substantially change its performance compared to the other alternatives considered.

### I-131-003

The Final EIS Chapter 3, section 3.3.1 and the *Transportation Discipline Report* note that the ferry shoulder queues represent a typical weekday period, and that longer ferry shoulder queues during times of higher ferry use, such as Fridays, holidays, and during the summer, can extend past Goat Trail Road. Figure 3-2 in the Draft and Final EIS, depicts the existing queue lengths along SR 525 and notes that the conditions on the figure are: "As observed December 2010 for weekday evenings. Longer queues often reported on weekends, holidays, and during summer months."

As described in section 3.3.1 of the Final EIS and shown in Figure 3-6, the queue lengths from the toll booths would be reduced with the Preferred Alternative and Elliot Point 1, compared to the 2040 No-Build Alternative. Because these alternatives propose to relocate the existing ferry terminal to the east, the queue lengths on SR 525 are anticipated to be shorter compared to today. The queue length on SR 525 would increase slightly with the Existing Site Improvements Alternative.



The base model month for traffic analysis was May, which is used by WSDOT Ferries Division as an average travel month, and is consistent with the Long-Range Plan. January is typically the lowest ridership month. Additional information about travel forecasts and modeling is included in section 3.2 of the *Transportation Discipline Report*

Chapter 1, Purpose and Need, describes the reasons WSDOT is proposing the project; the purpose of the project is not focused on reducing the queue on SR 525, although WSDOT is seeking to minimize the adverse environmental effects of the propose project. Chapter 2, Alternatives, describes how alternatives were developed to respond to the purpose and need. However, a system to manage peak demand alone would not be effective in resolving the long term safety, security and reliability issues for this essential public facility in a manner consistent with the purpose and need.

#### **I-131-004**

As described in section 3.3.1 of the Draft EIS and the Final EIS (see Figure 3-6), the queue lengths from the toll booths would be reduced with Elliot Point 1 and the Elliot Point 2 (now Preferred) Alternatives, compared to the 2040 No-Build Alternative. Because the Elliot Point alternatives propose to relocate the existing ferry terminal to the east, the queue lengths on SR 525 are anticipated to be shorter compared to today. The queue length on SR 525 would increase slightly with the Existing Site Improvements Alternative. This comparative advantage would still be in place during higher travel periods.

The Final EIS Chapter 3.7 also includes mitigation measures proposed for the Preferred Alternative, as well as other alternatives, updating the potential measures described in the Draft EIS. These mitigation measures were defined in consultation with the City of Mukilteo and balance the need to reduce the severity of transportation impacts, while



avoiding the creation of additional environmental effects to property or other resources, including historic properties or archaeological sites.

**I-131-005**

The issues mentioned in this comment are all discussed in detail in the relevant sections of the Draft EIS, and updated information and mitigation measures are provided in the Final EIS. Several of the topic areas you mention were accompanied by additional technical reports that provided further information. However, you do not provide specific examples of the types of impacts that you believe are not covered, and you do not specifically refer to the EIS text itself, which would help WSDOT and FTA respond to your comments in more detail. The technical analysis for several of the areas you mention, including air quality, noise and vibration, transportation, and visual impacts, each have well defined methodologies that WSDOT and FTA have applied to numerous projects that have undergone rigorous environmental review. WSDOT and FTA have no information that would support the conclusion that the project would affect the health and well being of north shore residents; these populations would be on a hillside that is separated from the closest sites by an existing railroad and a roadway; for air quality, noise, visual, traffic and other environmental areas, the analysis examines effects on sites that are closer than or in the same vicinity as the area you mention, and the effects were the same or lower than No-Build, or they were within acceptable ranges.

**I-131-006**

WSDOT has been developing alternatives for the Mukilteo Multimodal Project since the beginning of the NEPA/SEPA process in 2004, and has considered relocating the ferry terminal. A summary of this process can be found in the Final EIS Appendix E, Alternatives No Longer Considered. This analysis did look at locations in Edmonds and Everett.

**I-131-007**

As noted in the response to I-131-001, a modified version of the Elliot Point 2 Alternative has been selected as the Preferred Alternative. It has been modified to reduce the project's footprint and maximize its performance. Elliot Point 2 was supported by the majority of commenters. The Preferred Alternative is supported by WSDOT's partners including the City of Mukilteo.

**I-131-008**

Exhibit 3-7 in the Final EIS *Transportation Discipline Report* approximates that 59 percent of the growth in PM peak ridership would occur in the walk-on passenger category for westbound sailings (Mukilteo to Clinton), 25 percent of the growth in vehicle passenger (increasing vehicle occupancies), and 16 percent growth in vehicles. For eastbound sailings (Clinton to Mukilteo) in the PM peak, the majority of the growth occurs in vehicles and vehicle passengers because the vehicle carrying capacity of these sailings is rarely exceeded today during the PM peak. Therefore, the Mukilteo Multimodal Projects emphasizes improvements focused on accommodating increased walk-on passengers as well as vehicles. This project proposes to improve connections to nearby bus and train stops. Also, additional bus facilities are proposed as part of the Build Alternatives to improve the efficiency and operation of transit at the Mukilteo Ferry Terminal.

**WSF Mukilteo Comments**

**From:** kris huxford [kris.huxford@comcast.net] **Sent:** Tue 3/13/2012 8:11 PM  
**To:** WSF Mukilteo Comments  
**Cc:** Sara Bruestle  
**Subject:** Mukilteo ferry terminal proposal  
**Attachments:**

This is to be forwarded to Paul Krueger:

Mr. Krueger,

**I-132-001** I know I may be a day late with this letter but that is only because I wanted to research the information more. I live in the Old Town area of Mukilteo and therefore I believe that any major changes to the ferry terminal including the unbelievable proposal of spending \$150-165 million dollars; is financially irresponsible. The state simply does not have that kind of money and improvements were promised more than 4 years ago and the wonderful transportation secretary spent the money for Mukilteo site on the Vashon island runs. There are numerous reasons why this is a very disturbing idea. For the following reasons:

\*\*changing the waterfront into a 4 lane highway is a great way to destroy our beautiful seaside town

\*\*noise impacts

\*\*environmental impacts

\*\*pollution impacts

\*\*\*\*\*Indian fishing rights impacted\*\*\*\*\*

**I-132-002** local businesses will be removed and therefore no longer exist in our town because of the ferry department. I personally do not want to see anymore businesses ruined and people out of work because of this irresponsible act. We would no longer have IVARS ( great supporter of local fundraisers, lighthouse festival) the Art building where 6-10 art related businesses would be lost which would be a HUGE impact to all artists in the state, and the local SilverCloud Inn who provides tourists with a place to stay that is unique to this area. Who can say they spent the night on the waterfront with ferryboats coming in at night..what a great ambiance. I love driving down the speedway and as you curve towards 5th street, there is the awesome wonder and sight of seeing the ferry come in or out, especially at night.

**I-132-003** destruction of the natural beauty that I get to enjoy without having to look at : more buildings than we could ever need ( 2 stories high is against city height restriction code)

sitting off the water	500 cars
an above ground walkway terminal	
bus barn turnaround area	and a 6 bay
fences all over the place would make it feel like a prison yard	ugly security
of cars coming into Mukilteo to ride the ferry across	triple number

**I-132-004** I already deal with the noise from the Boeing Dreamlifter as it does its takeoffs that you cannot carry on a conversation until 5-10 minutes later due to the tail noise the lovely train noise that they blow the horn longer than they are supposed to do

**I-132-005** I want for the future to see a walkway and maybe some 1/2 story buildings on the western tip, that I could

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**I-132-001**

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

**I-132-005**

enjoy with my child. We are already risking our lives trying to cross after the ferry disembarks. I see people every day trying to cross while the ferry unloads and cars crossing as well and not one ferry person tries to stop them, because they seem to disappear. Every biker I talk to states that it is a matter of time before something bad happens at the current location. We have a large number of vehicles coming and going everyday especially during the summer who do NOT live here and have no idea how to navigate and behave when it comes to crossing. I believe that if there was a ferry worker placed at the current site at all times, people would not act in a irresponsible way thinking they can beat the cars. I have a neighbor who was paralyzed due to a car turning at the intersection.

**I-132-006**

Here are my thoughts:

Must make improvements to current terminal for safety #1 priority  
Build a stairway off the bridge to allow pedestrians to arrive safely to train station, ferry terminal and safer beach access  
You will still have to close down the run no matter what happens. Run the ferry from Edmonds like you did over the summer...seemed to work just fine. This also allows for 2nd ferry run and people could have 2 options of getting to Whidbey Island as well as driving north to Anacortes.

Please consider these concerns very carefully since this impacts the future of what Mukilteo becomes. I do not want a concrete jungle and a 4 lane highway on my waterfront. I did not move here because of the ferry system, it was because of the uniqueness of our seaside town.

Thank you,

Kris Huxford

## I-132-002

The discussion of business displacements for each of the alternatives is discussed in Final EIS section 4.2.3 Long-Term Environmental Impacts and section 4.2.6 Cumulative Impacts. All of the alternatives would displace the uses in the Mongrain Building. WSDOT is working with the affected parties to provide compensation and relocation assistance in compliance with applicable regulations. The Preferred Alternative would not displace Ivar's.

Under any of the alternatives, the visual amenity of watching ferries arrive and leave the terminal would be available from many viewpoints.

## I-132-003

The Visual Quality analysis in Draft EIS section 4.4.2 Affected Environment describes the extent to which natural features such as Puget Sound, the Olympic Mountains and peaks in the Cascade Mountains are available from various viewpoints and relate to elements of the built environment including commercial and industrial uses and the existing ferry terminal. The analysis in Draft EIS section 4.4.3 Long-Term Environmental Impacts indicates that distant natural views will be retained for all alternatives. The character of development along the waterfront will be changed little by the No-Build and Existing Site Improvements Alternative. The Elliot Point 1 and 2 Alternatives generally improve the visual quality of the shoreline by replacing portions of the existing Tank Farm assemblage of partially demolished facilities with linear open space along the shoreline and the ferry holding facility, transit facilities as well as a smaller dock. The potential visual quality impacts of redevelopment of portions of the waterfront not utilized by the ferry terminal are discussed in Draft EIS section 4.4.6 Cumulative Impacts. These areas would be available for development under city codes for a variety of mixed uses and amenities such as open space and a promenade along the shoreline. The visual impacts of such future non-

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ferry-related development is not affected by the choice of ferry terminal alternatives.

**I-132-004**

Your comments about airplane and train noise are noted. In the Draft EIS, the parking facility for employees associated with the Elliot Point 2 Alternative was the only project element with the potential to increase noise levels at two sensitive receptors (Losvar Condominiums and Silver Cloud Inn) within the project's noise screening area. However, to minimize the potential for noise impacts, the Preferred Alternative has been refined to move employee parking closer to the terminal and away from the sensitive receptors.

**I-132-005**

Pedestrian safety is a top priority at WSDOT. Recent improvements include a signal to direct pedestrians when it is safe to cross the transfer span at the Mukilteo Ferry Terminal. Ferry employees are present at the intersection during ferry terminal loading and unloading. The Preferred Alternative would eliminate pedestrian conflicts at the transfer span, which improves safety.

**I-132-006**

Thank you for your comments.

3/12/2012

Paul W. Krueger  
Project Environmental Manager  
WSDOT Ferries Division  
2901 Third Avenue, Suite 500  
Seattle, WA 98121-3014

**Comment: Mukilteo Multimodal Project DEIS**

**I-133-001** | On January 27, 2012 the public was asked to comment on the 900 page (+/-) Mukilteo Multimodal Project DEIS and additional discipline reports. Forty Five days were allowed for public comment. This is not enough time for the public to read, digest and comment on the study. The comment period should be extended.

**AIR QUALITY**

**I-133-002** | If either of the Eliot Point alternatives is built on the Tank Farm, I will no longer be able to live here. Adding a new ferry terminal three hundred and seventy five feet from my home will have an extreme negative impact on my health, property enjoyment, and home value.

I am a seventy four year old widow living on the bank above and closest to the sites chosen for the two Eliot Point options. I am a sensitive receptor as I have Idiopathic Pulmonary Fibrosis, an irreversible fatal lung disease suffered by only 3 people in 100,000. Yet, the Mukilteo Multimodal Project DEIS fails to include *individual* residential homeowners, like me, as sensitive receptors in the study area. (Figure 4.8-1. Environmental Characteristics, Project Area, Sensitive Receptors, and Study Area)

The DEIS Air Quality studies are very general in nature and do not address how the outcome of adding either Eliot Point alternative below my residential neighborhood will effect either me or other people living here. There appears to be no environmental justice or mitigation mentioned in the DEIS for the individual, "sensitive receptor," who will be particularly susceptible to potential project related releases of hazardous materials.

The air quality surrounding my home will be negatively changed by adding: diesel fueled ferries which will run every half hour from 5:05 AM until an hour past midnight; a new four lane road; queuing (idling); a 216 vehicle holding area (idling); 6 Bus bays (diesel); a passenger drop off area plus public and employee parking. Yet, the air quality analysis indicates that the Mukilteo Multimodal Project would not result in any significant adverse air quality impacts *in the study area*. Consequently, no operational impact mitigation measures are warranted or proposed. (4.7.7 Mitigation Measures Long-Term Mitigation)

**Cummulative Impacts**

**I-133-003** | Existing levels of emissions of fine particulates and ozone in the project area of the proposed Point Eliot options include those from: the existing ferry terminal and its operations; numerous diesel locomotives (currently 44 to 46 per day) on the BNSF mainline; a particularly odious Boeing spur diesel locomotive; marine vessels; overhead jet flights from Paine Field; nearby industrial sources. The DEIS air quality study either minimizes, or does not address, the cumulative amount of air toxins the project will emit

**I-133-001**

Thank you for sharing your concerns about the air quality and cumulative effects analysis in the Draft EIS. We hope our responses help better explain the air quality analysis conclusions presented in the document.

The Draft EIS comment period met the 45-day requirements for public review established under NEPA and SEPA regulations. The main EIS was approximately 400 pages, with nearly 80 pages of figures and illustrations to help readers, and it included a 30-page Executive Summary reviewing the Draft EIS findings. Your figure may include the technical appendices and background technical report, which were provided for additional reference, but the main section of the EIS fully disclosed the anticipated adverse environmental effects of the alternatives considered.

**I-133-002**

Your concern about air quality impacts near your home is acknowledged, and we are sorry to hear about your lung disease. Please note that the section of the Draft EIS to which you refer (section 4.8) is the hazardous materials section, not the air quality section. Air quality effects are discussed in Section 4.7, Air Quality, which explains the air quality standards set by the Environmental Protection Agency to protect public health, including the health of "sensitive" populations such as asthmatics, children and the elderly. The Mukilteo Multimodal Project must and will conform to these standards.

It is generally acknowledged among air quality professionals and scientists that the existing or background concentration in the Puget Sound region is less than 3 parts per million (ppm) which is well below the 9 ppm and 35 ppm for the 8 hour and 1 hour National Ambient Air Quality Standards (NAAQS) set by EPA. CO was analyzed at new signalized intersections out to the year 2040 assuming the proposed project is built. Receptors were placed within 10 feet of the vehicle

I-133-003

to the nearby neighborhood and the effect those toxins will have on individual "sensitive receptors."

Impacts of the Project Alternatives (4-112) note that PSRC has analyzed possible cumulative impacts associated with the project, but *have not* identified long-term regional cumulative air quality impacts. Puget Sound is currently classified as a maintenance area for CO. Also, levels of emissions of fine particulates and ozone are on the rise. With the EPA's more stringent standards for both ozone and fine particulates, the region could soon be designated non-attainment for these pollutants.

A project area, seasonal air quality, cumulative impact study is needed to show just how much fine particulate matter (PM10 and PM2.5) and carbon monoxide (CO) currently exist and how much more will be added to the upland neighborhood with the construction and operation of the Tank Farm Multimodal project. Additionally, mitigation options need to be addressed.

It is "reasonably foreseeable" that either of the Point Eliot Ferry Options could lead to cumulatively significant environmental impacts when "added to past, present, and reasonably foreseeable future actions." There are numerous existing uses and proposed projects and developments in this same area that will together create significant cumulative impacts in the area. Noise, air quality, traffic, lights, land and shoreline use, and ecological impacts of all of these projects together will be not just significant, but overwhelming in many respects. The combination of these will, in fact, make the area unlivable for some humans if either Eliot Point option is chosen.

#### Conclusion

I-133-004

While air quality and cumulative effects of the Point Eliot options are my foremost concern, there are so many other environmental and cultural issues associated with these two options. Please choose one of the other less environmental/culturally damaging options available for the Mukilteo Terminal. And choose one that does not abut a residential neighborhood.

Patricia Kessler



1146 2<sup>nd</sup> Street  
Mukilteo, WA 98275  
(425) 710-9399  
patkessl@aol.com

Attached:

- 1.) Google Map / Distance between 1146 2<sup>nd</sup> Street & Tank Farm
- 2.) DEIS Map / Neighborhood above Eliot Point 1&2 Options

sources. Predicted 8-hour emissions ranged between 3.6 ppm and 4.9 ppm which at this distance is only slightly above background levels and well below the 9 ppm NAAQS standard. As the Draft EIS concludes, the air quality in the study area during project operation will not exceed EPA's standards for public health.

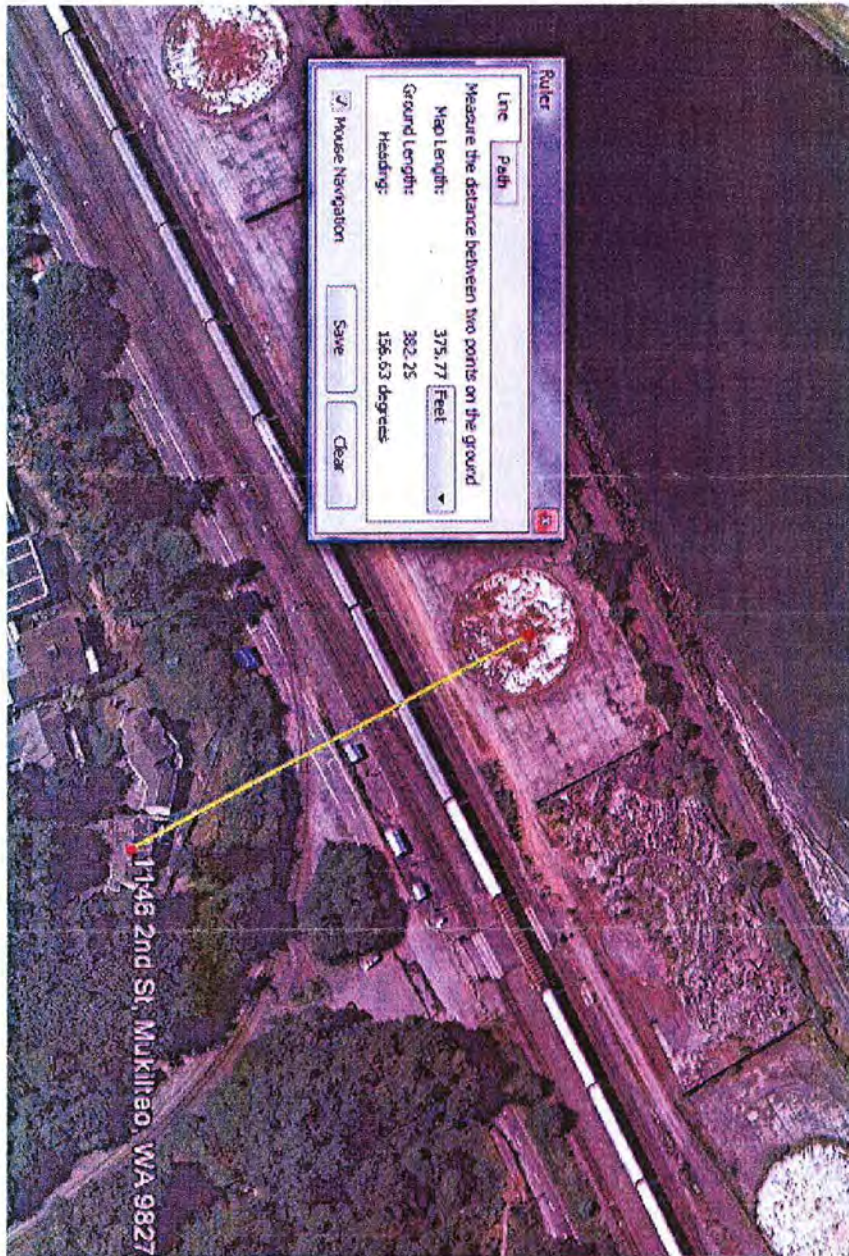
The vehicle holding area would be near capacity during some peak periods, but the majority of time it would be substantially below capacity. We have found that under worst case scenarios less than 20 percent of the vehicles in the holding area are idling. This is typically only on the hottest or coldest day of the year to keep the heater or air conditioner running. Unlike cars queued up an intersection, random individual vehicles dispersed throughout the holding area would not produce concentrations that would violate the NAAQS.

#### **I-133-003**

The Draft EIS discussed potential cumulative impacts of the project on the air quality, noise, transportation and land use. These discussions are in Chapter 3, Transportation; section 4.2, Land Use and Economics; section 4.3, Noise and Vibration; and section 4.7, Air Quality, of both the Draft EIS and the Final EIS.

There have been a few studies looking at how far particulates, mostly from diesel engine emissions, travel away from the highway. Most studies indicate that the concentrations of particulates drop off to around half the original concentration before it reaches 500 feet from the highway when the wind is blowing directly from the highway and the monitor is downwind. At about 1,300 feet from the highway, concentrations are not elevated above background levels. Particulate matter emitted from vehicles at the terminal would be intermittent and temporary and would not rise above background concentrations at these distances. It is also important to note that motor vehicles are subject to emissions regulations that require them to be many orders of magnitude





cleaner than the diesel locomotives commonly used daily along the BNSF railroad tracks, which are nearer to your residence than any of the alternatives considered.

#### I-133-004

Thank you for sharing your concerns about the air quality and cumulative effects analysis in the Draft EIS.

After the publication of the Draft EIS, WSDOT identified a modified version of the Elliot Point 2 Alternative as the Preferred alternative. Some design refinements were identified to help the alternative better meet the project's purpose and need, reduce environmental impacts, and improve other project features. Please see Chapter 2 in the Final EIS for more information about these refinements.



## 2.1 UPLAND RESIDENTIAL COMMUNITY

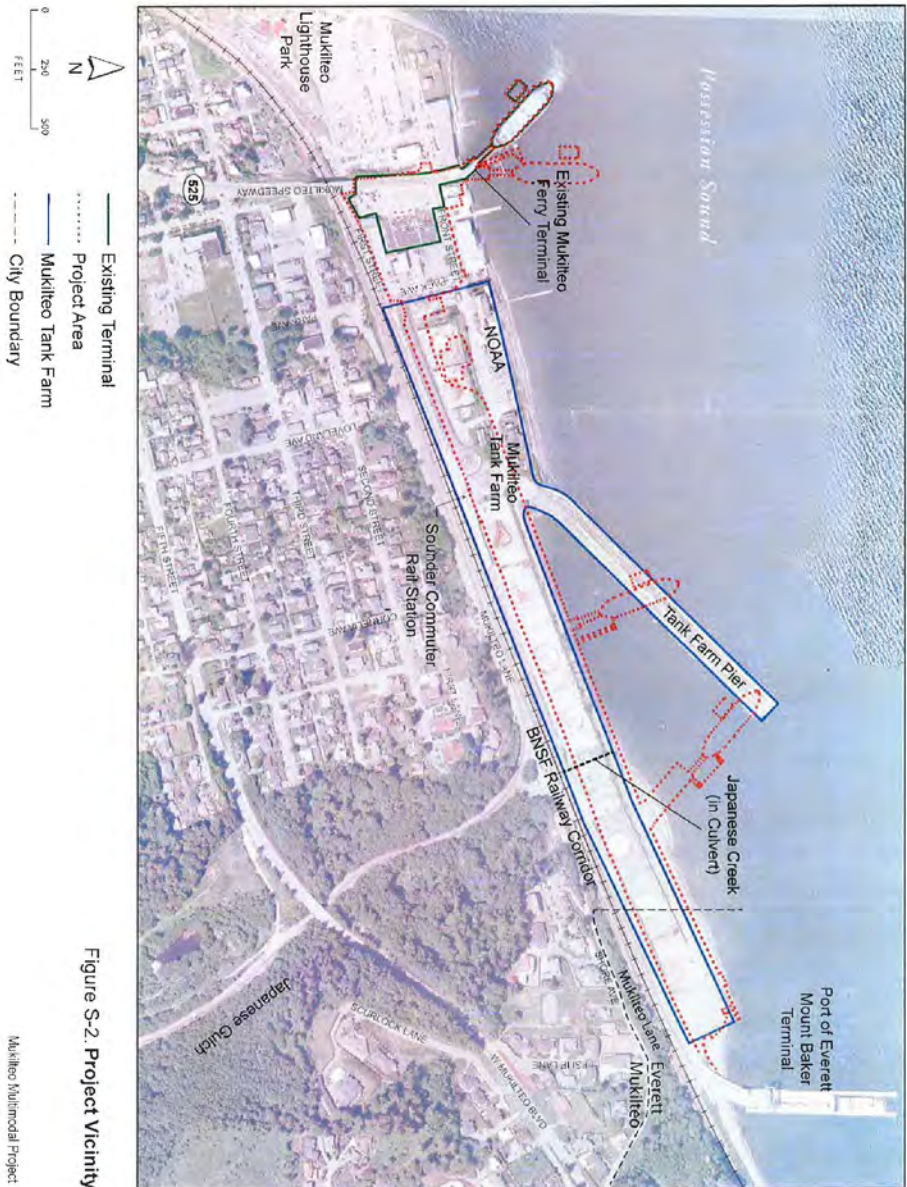


Figure S-2. Project Vicinity

Mukilteo Multimodal Project

# Comment Form

## Mukilteo Multimodal Project Draft Environmental Impact Statement

The Federal Transit Administration and Washington State Ferries invite your comments on the Draft Environmental Impact Statement (EIS) and the project alternatives. The Draft EIS comment period runs until March 12, 2012. All comments received during the comment period will be addressed in the Final EIS. Return this form at the public hearings or mail to the address provided on the back. Comments can also be provided by email to: mukilteocomments@wsdot.wa.gov.

### Tell us about yourself. Why are you interested in the project?

- ☐ I live nearby. If so, where? \_\_\_\_\_
- ☒ I'm a regular ferry rider. If so, what is your primary trip purpose?
- ☐ I'm an occasional ferry rider
- ☐ My business is affected by the ferry
- ☐ Other: \_\_\_\_\_
- ☐ Work
- ☐ School
- ☐ Other - *Childcare 2x/wk*

### 1. Please share your comments about each project alternative.

**No-Build** \_\_\_\_\_

**Existing Site Improvements** \_\_\_\_\_

**Elliot Point 1** \_\_\_\_\_

I-134-001

**Elliot Point 2** *I like this. We have to decide*

*Elliot Point 1 or #2*

*I prefer this: It's not so far from main area + it costs less.*

I-134-001

Thank you for your comments regarding the project alternatives and identifying your preference for the Elliot Point alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors, including comments from members of the public, agencies and tribes, and the alternative's ability to meet the project's purpose and need while provided the best balance of environmental benefits compared to effects.

**2. Please share your comments and environmental analysis.**

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**3. Other comments?**

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Mukilteo Multimodal Project  
Washington State Ferries  
Attn: Paul Krueger  
2901 3rd Avenue, Suite 500  
Seattle, WA 98121

If you would like to be added to the project mailing list, please provide the following:

Name: Norman Brocard & Elisa Miller  
Organization: 6569 Simmons Dr.  
Address: Whidbey Island  
Clinton, WA 98236  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
E-mail: \_\_\_\_\_

**Thank you for your comments!**



# Comment Form

## Mukilteo Multimodal Project Draft Environmental Impact Statement

The Federal Transit Administration and Washington State Ferries invite your comments on the Draft Environmental Impact Statement (EIS) and the project alternatives. The Draft EIS comment period runs until March 12, 2012. All comments received during the comment period will be addressed in the Final EIS. Return this form at the public hearings or mail to the address provided on the back. Comments can also be provided by email to: mukilteocomments@wsdot.wa.gov.

### Tell us about yourself. Why are you interested in the project?

- ☒ I live nearby. If so, where? old town - for many years ☒ I'm an occasional ferry rider
- ☐ I'm a regular ferry rider. If so, what is your primary trip purpose? ☐ My business is affected by the ferry
- ☐ Work ☐ Other: \_\_\_\_\_
- ☐ School ☐ Other: \_\_\_\_\_

### 1. Please share your comments about each project alternative.

I-135-001

**No-Build** Ferry line in constant  
and is not working well  
The No-build would be ok if ferry cars  
were stored somewhere else

**Existing Site Improvements** ok but Ivar's  
needs to remain  
where it is

**Elliot Point 1** Too big

**Elliot Point 2** way too big  
where can people go to  
enjoy quiet beach?

## I-135-001

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements. The Preferred Alternative would avoid displacing Ivar's.

I-135-002

**2. Please share your feedback on the environmental analysis.**

The whole thing seems way too complicated for our quaint little area. We live here because we like small + quaint.

**3. Other comments?**

Is there ANY chance of moving the whole mess to Everett? Options are WAY overdone - too big for our area. Is Kimberly Clark site a possibility?

EVERETT WA 982  
12 MAR 2012 PM 2 T



Mukilteo Multimodal Project  
Washington State Ferries  
Attn: Paul Krueger  
2901 3rd Avenue, Suite 500  
Seattle, WA 98121

98121\$1080



If you would like to be added to the project mailing list, please provide the following:

Name: Renee Ripley  
Organization (if applicable): \_\_\_\_\_  
Address: 914-4th ST.  
City: Mukilteo State: WA Zip: 98275  
E-mail: ripcom@mac.com

Thank you for your comments!

**I-135-002**

Your preference for smaller, less complicated alternatives is acknowledged. Nearly three decades of planning efforts have focused on different approaches and alternatives to address the need for an improved multimodal facility at Mukilteo. Moving the terminal out of Mukilteo to Everett was considered, but determined not feasible. For a full summary of alternative development process for this project, please see the Draft EIS Appendix E, Alternatives No Longer Considered.

---

**From:** WSF Mukilteo Comments <MukilteoComments@WSDOT.WA.GOV>  
**Sent:** Tuesday, March 13, 2012 3:13 PM  
**To:** Maya Hunnewell  
**Subject:** FW: Comments for the Mukilteo Multimodal Project Draft Environmental Impact Statement

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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From: Kevin Stoltz [mailto:kstoltz@ci.mukilteo.wa.us]  
Sent: Mon 3/12/2012 10:08 AM  
To: WSF Mukilteo Comments; daniel.drais@dot.gov  
Cc: 'Kevin Stoltz'; 'Steve Schmalz'  
Subject: Comments for the Mukilteo Multimodal Project Draft Environmental Impact Statement

To: Paul Krueger (Washington State Ferries) mukilteocomments@wsdot.wa.gov  
<mailto:mukilteocomments@wsdot.wa.gov>, Dan Drais (Federal Transit Administration)  
daniel.drais@dot.gov <mailto:daniel.drais@dot.gov>

From: Kevin Stoltz, Mukilteo City Council member and resident of Old Town Mukilteo (near the current ferry dock), Steve Schmalz, Mukilteo City Council member and business owner at Mukilteo's waterfront area (near the current ferry dock).

Subject: Comments on the Mukilteo Multimodal Project Draft Environmental Impact Statement

#### I-136-001

Please consider addressing the DEIS comments below in the final EIS for the Mukilteo Ferry terminal project.

As a residents, business owners, and Mukilteo City Council members in Mukilteo, we find it very disturbing that it appears the decision has already been made to support the Elliott Point 1 selection by WSF, Sound Transit, Port of Everett, and the City of Mukilteo before some huge shortcomings have been addressed in the DEIS. The City of Mukilteo comment letter appears to be more of a vote for EP1 than a comment letter on the DEIS which has been typical of the supporters of EP1. We were the only two dissenting votes opposed to EP1 (and are actually in favor of the "No-build" option with intelligent improvements) and are also the two council members who spend the most time in this part of town. We believe the DEIS has become just another step that has to be completed so the "cooperating agencies" can say they have addressed the concerns of the public which then allows them to move forward with the official selection of the option they have preferred all along.

#### I-136-002

With the "improvements" in recent years which include widening the ferry holding area, the Sounder station, and the Boeing pier, we have lost alternative vehicle and pedestrian access to the waterfront area previously provided by 1st Street and the Mt. Baker crossing.

#### I-136-001

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. WSDOT has not made a final decision on the project until after the environmental documentation is completed. Similarly, FTA will not approve or take other action on the project until after the Final EIS has been completed. Your opposition to the Elliot Point 1 Alternative is acknowledged.

FTA and WSDOT are committed to conducting the NEPA and SEPA process in a way that is fair, open, and in accordance with applicable state and federal regulations. The project has a long history that reflects the commitment of the agencies to seek public input throughout the planning process, to develop and improve alternatives with the most promise in achieving the project's purpose and need, to carefully consider the findings of extensive environmental analysis, and to consider the comments and suggestions of the public and other agencies.

#### I-136-002

Both the Preferred Alternative and Elliot Point 1 Alternative would extend First Street to the Mount Baker railroad crossing, in part to improve emergency access and egress. This is consistent with the City of Mukilteo's plans to open the Mount Baker crossing to general-purpose traffic.

The previous expansion of the vehicle holding area was implemented in accordance with a previous environmental review and permitting process, and is now considered an existing condition for which further mitigation is not proposed in this EIS. However, as part of the Preferred

<b>I-136-002</b>	<p>Pedestrian mitigation required as a condition of widening the ferry holding area hasn't been accomplished and the alternative vehicle improvements (RH turn lane at the ferry dock intersection - SR-525 and Front Street) which have been accomplished, while having improved some traffic congestion issues at the ferry dock intersection, the new turn lanes have actually resulted in less safe pedestrian crossing.</p> <p>Unfortunately, it's not clear at this time if the original mitigation steps required as a condition of expanding the ferry holding lanes by the Hearing Examiner have been forgiven in exchange for the changes actually accomplished. We have seen nothing come before the Mukilteo City Council indicating one way or another and at the time of this writing, Mukilteo staff has failed to respond to the request.</p>
<b>I-136-003</b>	<p>Even though all the public officials seem to agree that once an alternative is chosen, changes can be made to ensure Mukilteo resident's concerns are addressed, past experience hasn't proven this to be the case so we're hoping the final EIS will actually address the issues below:</p> <p>* The DEIS inadequately addresses the projection of 73% increased passengers by 2030.</p>
<b>I-136-004</b>	<p>o No pedestrian improvements to the SR-525 bridge are proposed. Currently the SR-525 bridge is the only access to the waterfront and the sidewalk is an unsafe 41" requiring pedestrians passing each other to frequently step off the sidewalk and into the vehicle travel lane.</p>
<b>I-136-005</b>	<p>o The Elliott Point 1 option shows a pedestrian access route along Mukilteo Lane and then over the Mt. Baker RR crossing. Mukilteo Lane has no sidewalks or even facilities for pedestrians. Walking off the vehicle travel lane on one side puts you into BNSF right of way and the other side is a open drainage ditch. Similarly, the Mt. Baker RR crossing has no crossing path for pedestrians only the vehicle crossing lanes. The DEIS should have never proposed a route where pedestrians have to walk in vehicle travel lanes.</p>
<b>I-136-006</b>	<p>* The DEIS fails to provide any mitigation for the increased traffic on SR-525 due to ferry ridership growth. If the 73% increase forecast by 2030 is even close, mitigation measures are surely appropriate to handle this growth. Is the local community expected to pick up the tab to ensure the impact of growth in ferry ridership is covered?</p>
<b>I-136-007</b>	<p>* Elliot Point 1 and 2 both do NOT account for or mitigate any increased pollution levels on the residential neighborhoods directly above the proposed areas. The busiest times when the most vehicles are in the ferry holding area are in the summer afternoons. That's also when there is typically an on-shore flow and all the additional vehicle exhaust would flow directly into the neighborhoods (in addition to the ferry exhaust). In the current location the holding area is adjacent to commercial zoning and the overflow holding is dispersed over a larger area. Elliot Point 1 is the worst offender where both the holding area and the overflow holding is parallel to each other and directly in line with the residential (and not commercial) areas.</p>
<b>I-136-008</b>	<p>* Elliot Point 1 and 2 build a 4 lane road the entire length of the waterfront. After the "improvements" of recent years have resulted in removing the alternate access to Mukilteo's waterfront and replaced it with 4 wide RR tracks and additional barriers, a 4 lane road added to that without any additional means for pedestrians to cross will complete the dissection of the community from its waterfront.</p>
<b>I-136-009</b>	<p>* Elliot Point 1 and 2 as well as the Existing site improvements as presented remove valuable businesses including the Art Building which is the home to the world renowned Mongrain Glass Studio and 4 other local Mukilteo businesses.</p>

Alternative a continuous walkway would be provided along the shoreline from the First Street extension to the Transit Center.

### I-136-003

The Final EIS Chapter 3, Transportation and the EIS Transportation Discipline Report (TDR) consider the effects of the anticipated 73 percent passenger growth for the route. However, not all of this growth would result in a commensurate increase in vehicle traffic using the route. Both Chapter 1, Purpose and Need, and Chapter 3, Transportation discuss the WSDOT Ferries Division *Final Long-Range Plan* (2009) directions for addressing future growth by improving multimodal functions and service rather than increasing vehicle carrying capacity. The analysis considers the increase across all modes, and reviews future transportation conditions in the immediate vicinity of the ferry terminal, local roadways in Mukilteo. The Final EIS provides additional detail on transportation mitigation measures related to the impacts that have been identified for the Preferred and other alternatives. The Record of Decision for the project will detail the mitigation commitments to be implemented as part of the project.

### I-136-004

The Mukilteo Multimodal Project does not propose modification or replacement of the SR 525 bridge. Chapter 1 details the purpose and need defined for the Mukilteo Multimodal project through public scoping; WSDOT prioritizes bridge replacement projects through a separate program, and the replacement of the bridge is not necessary to satisfy the purpose and need for the Mukilteo Multimodal Project.

### I-136-005

Chapter 3 of the Draft EIS identified Mukilteo Lane as a potential route that some pedestrians could use to reach the terminal, but it is not a proposed element of the project. The Final EIS has been revised to

- I-136-010** \* The additional traffic signal adds yet another barrier to pedestrians accessing the waterfront as well as vehicles by requiring all pedestrians and vehicles accessing the waterfront to compete with vehicles exiting the ferry and entering SR-525. Additionally, this light will result in additional backups adjacent to Mukilteo's business district and residential neighborhoods.
- I-136-011** o The SR-525 bridge should include wider sidewalks as mitigation.
- o There should be a pedestrian underpass to provide access to Lighthouse Park without having to cross through a 4 lane intersection.
- I-136-012** \* Elliot Point 1 eliminates part of the public access park that was built when the Boeing Pier was built. Unfortunately, this park has been completed for almost 6 years and still doesn't have any authorized access for vehicles or pedestrians but to not account for this park and its eventual authorized use is a serious oversight in the DEIS.
- I-136-013** \* The government pier that will be removed as part of the Elliot Point 1 and Elliot Point 2 options is the home to abundant wildlife above and below. I haven't heard any discussion regarding whether there are mitigation plans for wildlife when the pier is removed or if it's just not something required.
- I-136-014** \* Historic and Cultural Resources. The DEIS seems to cover these concerns in detail with the solution appearing to be bringing in fill so as to not disturb potential sensitive areas. What isn't addressed adequately, is what is the potential for other development in the area considering fill appears to be the solution to build the holding area. Also, the utilities and storm water drainage will likely have to go deeper than 5 feet so it seems there is additional risk involved even if the fill is brought in.
- I-136-015** \* As already mentioned, the changes already made (including expanding the holding lanes and removal of alternate access to our waterfront area along 1st street) should have included mitigation measures to reduce the vehicle and pedestrian congestion at the ferry doc intersection. Instead all the changes made have forced ALL vehicle and pedestrian traffic coming to the waterfront to pass through this intersection. The No Build option needs to include reasonable mitigation that should have already been completed with other related projects in recent years.
- I-136-016** Considering the projected costs, risks involved, and adverse impact to the surrounding community, we believe the No Build option with intelligent and past due improvements would serve the community the best. As mentioned previously, we also believe the decision has already been made so hope the final EIS will incorporate solutions the deficiencies identified in the DEIS.

Sincerely,

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clarify this distinction. Mukilteo Lane is a low volume residential roadway that is currently used by pedestrian traffic, and the number of pedestrians from the ferry using Mukilteo Lane is expected to be low. This route would be more likely to be used by visitors to the Mount Baker Terminal shoreline area, using the Mount Baker railroad crossing. The Final EIS clarifies that the primary pedestrian route to the Preferred Alternative (or Elliot Point 1) would be along the new First Avenue extension leading to Preferred Alternative; this facility would be designed to meet WSDOT design standards for vehicle and pedestrian safety.

### I-136-006

Chapter 3 of the Final EIS and Chapter 7 of the *Transportation Discipline Report* (TDR) describe potential measures to mitigate the impact for the No-Build and Build Alternatives, including intersections on SR 525. Not all of the growth along SR 525 would be due to ferry traffic. The Record of Decision will identify the committed mitigation measures to be implemented as part of the project.

### I-136-007

The operation of the build alternatives would not generate additional traffic compared to No-Build, but would help minimize the impacts of the future traffic that is expected whether this project is built or not. The air quality analysis indicates that the Mukilteo Multimodal Project would not result in adverse air quality impacts in the study area. Chapter 4.7 of the Draft and Final EIS discuss the localized air quality analysis conducted (known as "hot spot" analysis), which models locations identified as having the highest numbers of queuing vehicles and then predicts the potential for people who are immediately adjacent to be exposed to contaminants that exceed EPA-designated thresholds. The analysis showed that none of the alternatives would violate air quality standards in any location, and additional mitigation is not necessary. The residential areas to the south of the alternatives are further removed from the areas analyzed in detail. The exposure levels would be less



than the areas modeled and are anticipated to be below the typical background levels found in the area, which currently meet national air quality standards.

**I-136-008**

Both the Preferred Alternative and Elliot Point 1 Alternative would extend First Street to provide access to the ferry terminal. The roadway would be 4-lanes to the ferry toll booths, and then narrow to 2/3 lanes. The First Street extension would provide clearly marked pedestrian crossing locations, including at least 2 crossings at a signalized intersection for pedestrians. The project would also construct a portion of the waterfront promenade, providing pedestrian access to the waterfront, as part of these two Build alternatives. As your comment notes, the BNSF railroad, which has been in its current location since the earliest days of the city's settlement, is between the city and the waterfront; the existing Tank Farm is also not open to the public and separates the city from a large part of the waterfront area. Both the Preferred Alternative and Elliot Point 1 would increase access to the waterfront and they would not create additional barriers within the city.

**I-136-009**

The Draft EIS and the Final EIS disclose that all build alternatives would require the acquisition of the building in which the glass studio and related tenants and businesses are housed. Compensation and relocation assistance would be provided in compliance with application regulations.

**I-136-010**

Traffic signals would provide clearly marked and safe locations for pedestrians to cross the First Street extension; they would not be considered a barrier because they facilitate safe access. The proposed terminal configurations for the Preferred Alternative and Elliot Point 1,

which include the First Street extension traffic signal, would improve vehicle and pedestrian access to businesses along Front Street. Both alternatives would reduce vehicle queues from the ferry terminal, even with the added traffic signal at the SR 525/First Street intersection.

**I-136-011**

These suggestions are noted; however, building wider sidewalks on the SR 525 bridge or a pedestrian underpass are not components of the Mukilteo Multimodal Project, as noted above in response to your comment I-136-004. The project does not worsen the condition of the bridge; therefore, mitigation is not proposed.

**I-136-012**

The park was included as part of the Section 4(f) analysis in the Draft EIS. The Elliot Point 1 Alternative has been refined to avoid impacts to the shoreline access area. Please see Chapter 2 of the Final EIS for further discussion.

**I-136-013**

The Mukilteo Tank Farm Pier has some habitat for wildlife that has adapted to it. Section 4.12, Ecosystems, of the Final EIS discusses the habitat and wildlife in the project area along with the potential impacts, benefits, and mitigation measures for the alternatives.

Removing the pier will improve shoreline and nearshore habitat by reducing overwater cover that shades aquatic vegetation and likely provides a barrier to nearshore salmonid migration. Removing the pier and existing terminal will also reduce the net overwater cover (section 4.12.3 of the Final EIS); this reduction of overwater cover would be considered mitigation for the project. Other opportunities for shoreline and nearshore habitat restoration are under consideration.

**I-136-014**

In addition to using fill to avoid cultural resources on the Mukilteo Tank Farm site, the Preferred Alternative avoids constructing any of the buildings or other features requiring foundations within the shell midden, a sensitive archaeological site. For example, utilities will avoid the shell midden; fill or other measures such as routing the utilities around midden areas are likely strategies that would be further explored during final design.

It is unclear if the comment is addressing other, unrelated development within the midden's boundaries, or if it is discussing developments other than holding lanes, but fill could be used to mitigate impacts at other locations or developments as well. However, other developments may not be subject to the same federal laws governing the Mukilteo Multimodal Project. A qualitative discussion of cumulative effects that may occur as a result of this project and other planned projects in the area is considered as part of the EIS discussions in Chapter 3 and 4 for all areas of the environment, including historic resources.

**I-136-015**

While WSDOT and the City of Mukilteo have implemented a series of measures to accommodate growing demand and address immediate safety issues at the existing terminal, these short term improvements do not address the full array of needs and concerns facing the existing terminal. Chapter 1, Purpose and Need, describes in detail why the Build alternatives are proposed. The No-Build Alternative is required under both NEPA and SEPA and is a point of comparison for the Build alternatives, but as a standalone alternative it does not address the purpose and need for the project. The Existing Site Improvements Alternative represents an alternative staying in the current location but reconfiguring and expanding it to help address the larger set of transportation and safety needs facing the Mukilteo terminal. Your comment does not identify specific mitigation measures that could be

considered, but the reconfiguration of local streets and the inclusion of pedestrian and intersection improvements for the Existing Site Improvements Alternative could be considered measures that minimize or avoid worsening the existing and future safety and congestion impacts anticipated with a No-Build Alternative.

**I-136-016**

Thank you for your comments on the Mukilteo Multimodal Project Draft EIS. Please refer to response to your comment I-136-001 above.

Comments from Maury Hood,  
February 24, 2012

I-137-001

As I listened and reviewed the information provided, I see only one clear choice: Elliot Point 2 for the reasons below, not in any necessary order of priority:

1. It does not disrupt current traffic for 4 to 9 months like either the "No Build" or the "Existing Site Improvements" would require.
2. Iver's would remain, and a lot of Whidbey Islanders do dine there, as they can walk on and walk back without experiencing any delays.
3. The distance to the rail terminal is less than half of any of the other solutions.
4. Elliot Point 2 & 1 both remove the old Tank Farm Pier, which should be considered a "must" in any of the proposals, as the rotting Creosote piling would be removed and the "Net Change in overwater cover" is significant. Because of the shorter ramp required in Elliot Point 2, all because of deeper existing water, "2" is vastly superior.
5. Elliot Point 2 does not require any dealing with "Japanese Creek", and all the Archeological and Ecological potential problems those present.
6. Only Elliot Point 1 has a shorter "queue" projection, but requires the total build-out of the Tank Farm Property.
7. Elliot Point 2 would allow for the future use of a substantial portion of the Tank Farm Property, to solve the current and certainly future lack of near-by parking, either all day or overnight.
8. Future "Bus Bay" Terminal would not require crossing a busy street in either "1" or "2".
9. "2" is projected to cost less than any of the other proposals other than "No-Build", and **No Build is Not a solution.**

I-137-002

The plans were so small that it was not clear, but Elliot Point 2 needs to include vehicle access to the Mount Baker Terminal, without going through a toll booth.

Thank you for making such a large staff available to speak with and answer our questions.

Respectfully

**Maury Hood**

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## I-137-001

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

**I-137-002**

Ultimately, a public access road is planned to the Mount Baker Terminal, but the Port is waiting for the U.S. Air Force property transfer before it undertakes this improvement.

The Preferred Alternative would extend First Street to an intersection with the Mount Baker railroad crossing, which would improve emergency access and egress. The intersection to the crossing would also be designed to serve non-motorized users as well as general purpose vehicles, consistent with the City of Mukilteo's plan to open the Mount Baker crossing to general-purpose traffic when the Port of Everett completes an access road leading to the Mount Baker Terminal and the terminal's public shoreline access area.